JULY 22, 1961. VOL. CCXLVI. No. 3190. TWO SHILLINGS AND SIXPENCE

# THE SPHERE

Perfectly Simple...
Simply Invaluable!

BRITISH SEAGULL
"The best Outboard Motor for the World"
THE BRITISH SEAGULL COMPANY LIMITED, FLEETS BRIDGE, POOLE, DORSET. Tel. POOLE 1651

SETTLE INTO SUMMER VIA FORTNUM'S
Fortnum & Mason
181 Piccadilly, London, W1 REGent 8040

Apollinaris is the natural mixer with Scotch...
ask for a Scotch and POLLY

WETHERALL
bond street sportsclothes
Regd. the greatest of all time
"FOURway"
worn tie or buckle belted, half or unbelted
handtailored, saddlestitched
thoroughbred
topcoats about 30 gns
woven to our own design
"racin PLAIDS"
double sided
"DOESKINS"
the tough tweeds that tailor
"DONEMARAS"
100% pure luxury
"CASHMERES"
the wetherall house, bond street, w.1

work in progress
Wherever the sign of Howard Farrow appears there is work in progress.
HOWARD FARROW
CIVIL ENGINEERING & BUILDING CONTRACTORS
HIGHFIELD ROAD, LONDON N.W.11.
Telephone: MEAdway 3232.
A Company Member of the British Institute of Management

PARIPAN
LIMITED
PARIPAN Dryfast ENAMEL * PAREMUL Emulsion PAINT * PARIMAT Steamproof FINISH
EGHAM · SURREY

COINTREAU
Liqueur
EXTRA DRY
Sole Importers: W. Glendenning & Sons Ltd. Newcastle-upon-Tyne.6.

The liqueur you prefer to be offered
Drambuie
THE DRAMBUIE LIQUEUR CO LTD YORK PLACE EDINBURGH

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2
Registered as a Newspaper for Transmission in the United Kingdom
FOR POSTAGE RATES SEE FRONTISPIECE
PRICE 2/6

# Mimosas bloom on London River

The moment I stepped into our cabin there it was . . . a huge bunch of golden yellow mimosa that made a sunny afternoon seem even brighter.

There were only two words on the card. "From Tom". Even one's husband can be romantic sometimes! As I buried my face in those gorgeous flowers something told me I'd never forget that moment—or that ship.

Probably to you a ship seems a huge, impersonal thing. But not the Arcadia. She was home to us from then on and the people on board looked after us as if we were their only concern. We swam, we danced, we sunbathed, we trotted round Naples and Colombo and all the other heavenly ports of call. And when we got to Sydney, and realised San Francisco was still four whole weeks away, I had the sort of feeling you have when you wake up too early and know you can go back to sleep again.

It had to end, of course. But for ten blissful weeks mimosas bloomed the whole day through and all my geese were swans.

**P&O ORIENT LINES**

***THE WORLD'S LARGEST PASSENGER LINE***

16 Cockspur Street, SW1, 130 Leadenhall Street, EC3 **and Travel Agents**

# Michael Joseph

*summer favourites*

**Derek Tangye**

*the immensely popular story of a Cornish flower-farm*

A GULL ON THE ROOF *(18/-)*

**H. E. Bates**

*perhaps his best book of stories*

NOW SLEEPS THE CRIMSON PETAL *(15/-)*

**Mary Kelly**

*the season's top novel of crime*

THE SPOILT KILL *(15/-)*

**Chow Chung-Cheng**

*her delightful autobiography*

THE LOTUS-POOL OF MEMORY *(21/-)*

# NOW OPEN!

## THE RUSSIAN SHOP

***London's unique centre for unusual gifts from Russia***

★ **BEAUTIFUL DOLLS** in the national costumes of Russia's fifteen republics

★ **FASCINATING TOYS** including wild birds and animals that whistle and growl

★ **EXOTIC HANDICRAFTS** hand-painted and carved in metal and semi-precious stones

***RUSSIAN PERFUMES! WATCHES! BALALAIKAS! RECORDS!***

***and lots more at***

# THE RUSSIAN SHOP

**278 High Holborn, London, W.C.1.**

*(2 mins. from Kingsway or Chancery Lane Stations)*



*An announcement of your daughter's forthcoming marriage can now be made in*

# THE Tatler

BRITAIN'S LEADING SOCIETY JOURNAL
PUBLISHED EVERY WEDNESDAY

*Attractively displayed on a page entitled FORTHCOMING MARRIAGES this service provides a permanent record of the special occasion at a cost of one guinea per line. Please send your announcement to Miss D. Carding, The Tatler, Ingram House, John Adam Street, London, W.C.2.*



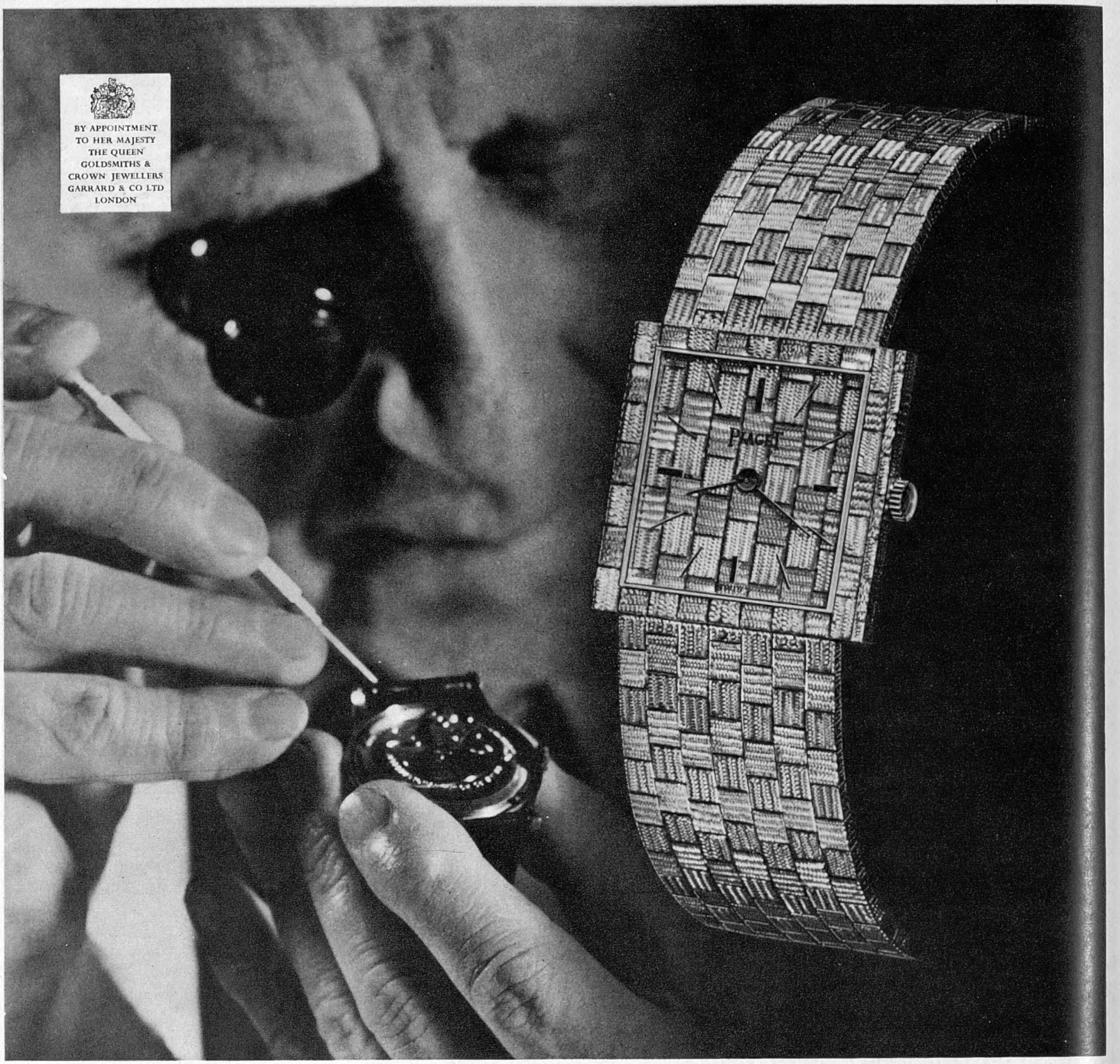
# YOU can bring joy . . .

. . . to the 3,000 children in the 40 branches of the National Children's Home. The Home, nation wide but not nationalised, depends on voluntary contributions from people like you. Please give generously.

## NATIONAL CHILDREN'S HOME

**Send your Contributions NOW to The Principal, The Rev. John Waterhouse, O.B.E. Highbury Park, London, N.5.**

**CONDITIONS OF SALE AND SUPPLY.**—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever. *




*why your watch should come from Garrard*

**GARRARD** *Crown Jewellers*

112 REGENT STREET · W.1. *REGent 3021 (11 lines)*

PIAGET

*Gentleman's 18 ct. gold watch on gold bracelet.*
*£500.0.0.*

To buy a watch at Garrard is to be certain that you have secured the very best time-piece in its class: for here each watch has been selected by experts and submitted to the most rigorous testing and inspection . . . and has passed with honours. Every watch we display has our exclusive two-year unconditional guarantee, which is given in addition to the maker's warranty. The wisest way to buy a watch is to go to Garrard, where you see only the world's finest watches in a wide variety of designs.

**An illustrated catalogue of watches will be sent free upon request.**

Volume CCXLVI No. 3190

THE SPHERE

LONDON, July 22, 1961

© 1961. Illustrated Newspapers Ltd. *All Rights Reserved.*

With which are incorporated *The Graphic* and *Black & White*

# COSMONAUT IN LONDON

Major Yuri Gagarin, the first man to have entered space, is with Mr. Macmillan outside Admiralty House. In their twenty-minute meeting, the Soviet Major and the British Prime Minister exchanged gifts. It was the third day of Major Gagarin's visit to England, during which he received a highly enthusiastic welcome. Mr. Macmillan, in an extremely busy day in which he was much concerned with settling details of the Chancellor of the Exchequer's plans for financial restraints, saw Major Gagarin twice, first at Admiralty House and in the evening at a Great Britain-U.S.S.R. Association reception. From the moment the cosmonaut arrived at London Airport he was greeted by cheering crowds. One of his first visits was to the Soviet Exhibition at Earls Court, where he held a Press conference. Other engagements included luncheon with the Queen and the Duke of Edinburgh at Buckingham Palace, a tour of factories in Manchester, and visits to London's Mansion House, where he was welcomed by the Lord Mayor, and to the Tower. (See also pages 120-121 and pages 144-145.)

Postage: Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

# NEWS SUMMARY

*U.S. notes to Russia on Berlin and nuclear disarmament; the "Six" meet in Bonn; Britain awaits the "regulators"; de Gaulle talks to the French people*

## INTERNATIONAL

President Kennedy's reply to the memorandum on Berlin and Germany which Mr. Khrushchev handed him at their Vienna meeting was to be delivered in **Moscow** early this week. The North Atlantic Council approved it last Saturday. Britain and France were understood to be sending notes to the Russian Government, stressing once again that Russian unilateral action over Berlin could not be recognised by them.

Refugees from East Germany continued to pour into **West Berlin** in increasing numbers. Some 5,000 arrived in the first five days of last week. The figure for the week ended on July 8 was 3,500. From January 1 to June 30 this year 101,000 people sought refuge, a considerable increase on the corresponding period last year. Refugees were reported as suggesting that a new popular uprising was being planned in East Germany against the Communist regime. The last uprising, in June 1953, was preceded by a steep rise in the refugee figures—in one week 16,000 were registered in West Berlin. However, the authorities there were pointing out last week-end that the current rise in refugee numbers could at least in part be attributed to a seasonal cause—the end of the school year in East Germany. East Germans leaving school tend to enter West Germany immediately to find jobs.

French jet fighters fly over the Arc de Triomphe during the military parade held on Bastille Day in Paris

Another U.S. Note—on the subject of nuclear testing—was sent to Russia over the week-end. It strongly rejected the Soviet proposal for a "troika" control of nuclear testing (i.e., an international commission composed of one Western representative, one Communist and one neutral) and declared that the last Soviet Note on this matter contained only "a multitude of irrelevant and unwarranted comments." Further, it was alleged, Russia was deliberately sabotaging the Geneva test-ban talks.

Parallel with the despatch of the American communication, the U.S., supported by Britain, asked Mr. Hammarskjold in **New York** to place an item on the agenda for the United Nations General Assembly in September, emphasising the urgent need for a properly controlled ban on nuclear testing. Against the background of these exchanges and moves, the American delegation, headed by Mr. McCloy, arrived in **Moscow** to resume the preparatory talks with Soviet representatives on a general disarmament conference.

A conference of the main countries exporting and importing cotton textiles opened in **Geneva** on Monday. The purpose of the discussion, convened by the Council of the General Agreement on Tariffs and Trade, is to seek an international understanding which will provide a basis for trade and avoid undue disruption of established industries.

The Heads of Government of the Common Market Countries (France, Italy, West Germany, Belgium, the Netherlands and Luxembourg) were to meet in **Bonn** on Tuesday. Chief subjects for discussion were to be the strengthening of the political and military links between the Six.

## GREAT BRITAIN

Speaking at **Hawarden,** in Flintshire, last week-end, Mr. Selwyn Lloyd, the Chancellor of the Exchequer, said that he would announce his measures to deal with the economic crisis next Tuesday (July 25). He gave an indication that he would seek to put a brake on wage increases, costs and prices, in order to alter present trends in the economy and to achieve a more satisfactory trade balance. (See also page 143.)

Mr. Gaitskell, the Leader of the Opposition, in a speech at **Durham,** charged the Conservatives with being responsible for the "drift" into a major economic crisis. He said that Conservative economic policy had produced industrial stagnation, rising prices and trade deficits.

Last week-end many B.O.A.C. flights from **London** Airport were cancelled, because of a strike of maintenance men. On Monday over 1,000 men were out. The dispute was over a new supervisory system. Sir Martin Slattery, B.O.A.C. chairman, put the cost of the strike at £250,000 per day. Several thousand holiday-makers setting out from Britain were switched to other air lines.

## FRANCE

In a broadcast to the nation on radio and television, President de Gaulle said that France was becoming "a great industrial Power, that is to say, simply, a Great Power." He discussed the Algerian situation in general terms, saying that the military situation was such as to permit the transfer of "important units" of troops to France. General de Gaulle also referred briefly to the farming crisis. Reactions in **Paris** after his broadcast were generally sharply critical of the optimistic picture of France given by the President and of the workings of the de Gaulle regime. He gave no indication of relinquishing the emergency powers he assumed in April.

On the eve of Bastille Day in Paris, five plastic bombs were set off in the capital. **Algiers** had its worst wave of explosions since the eve of the Evian talks. In Paris, the High Military Tribunal sentenced to death in their absence three of the generals and five colonels responsible for the Algerian revolt.

A message to President de Gaulle from President Habib Bourguiba of Tunisia, was received in Paris. It spoke of the "firm and irrevocable decision" of the Tunisian Government to end the situation over **Bizerta.** President Bourguiba proposed negotiations to settle a timetable for the complete withdrawal of French forces from the base. Later, President Bourguiba, speaking in the National Assembly in Tunis, announced a plan to isolate Bizerta by setting up a cordon of road blocks. The plan was due to come into operation this week. The Franco-Tunisian dispute over the naval and air base has been an irritant in amicable relations between the two countries ever since Tunisia became independent in 1955. The most northerly point of Africa, Bizerta, with its vast harbour and two airfields, dominates the Mediterranean. It is a principal French base. The cause of the fresh wave of Tunisian agitation is the charge that the French are lengthening runways on the airfield and thus allegedly have no intention of leaving.

## SINGAPORE

In a crucial by-election on the island, the moderate ruling People's Action Party lost a seat to Mr. David Marshall, who was Singapore's Chief Minister from 1955 until 1956, when he resigned over the terms offered by the British Government for Singapore's independence. He is Chairman of the opposition Left-wing Workers' Party, whose platform is complete independence for Singapore with or without a merger with the Malayan Federation. In the weeks before the election, the Trade Unions broke with the P.A.P., led by the Prime Minister, Mr. Lee Kuan Yew, to support Mr. Marshall. Immediately after the election eight P.A.P. representatives in the Assembly were reported to have announced their backing for the unions' demands for independence.

Singapore is Britain's main strategic base in the Far East. Its constitution provides for an Internal Security Council, on which the representative of the Malayan Federation has the final word. The P.A.P. is pledged to the "eradication of all colonialism" through a merger with the Federation or through an alliance with a "greater Malaysia," including the Federation, Singapore, and Sarawak, Brunei and North Borneo. Mr. Marshall campaigned on the platform for full internal self-government and an accelerated programme towards independence.

## TURKEY

Provisional figures for the referendum in Turkey were given in **Ankara** at the end of last week by the High Electoral Commission. Voters were asked whether or not they approved the new constitution proposed by General Gursel's military regime, which overthrew the Menderes Government fourteen months ago. Between 70 and 80 per cent. of the electorate were stated to have gone to the polls. Favourable votes totalled 6,348,715. Disapproval was expressed by 3,935,253 voters.

Under the terms of the constitution, a general election is to be held in the autumn. The Government placed a temporary ban on party propaganda at the beginning of this week. It also forbade any public discussion about the current trials at **Yassiada** of Mr. Menderes and several of his former Cabinet colleagues.

---

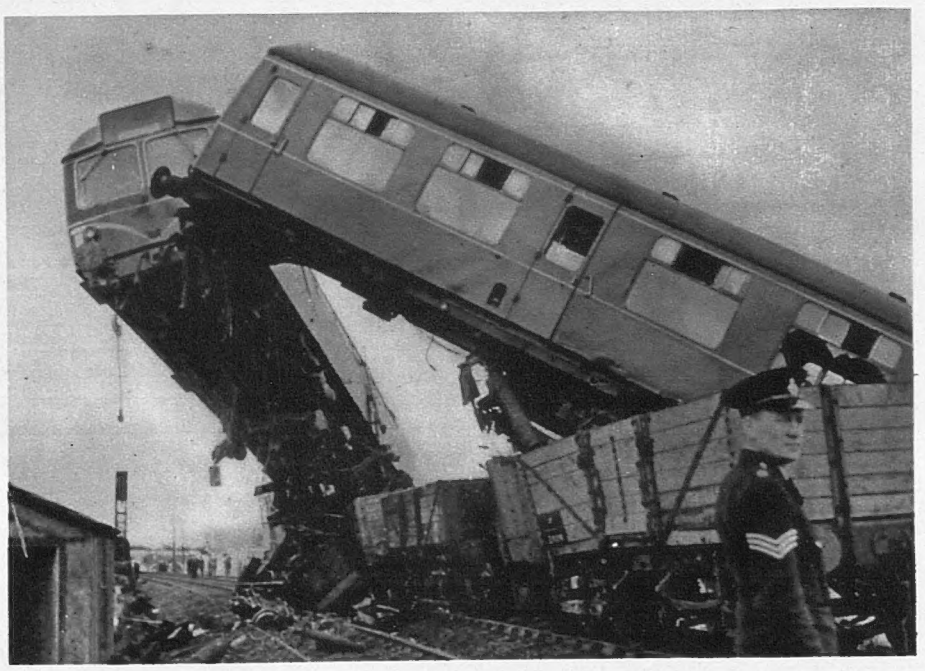
In the issue of *The Sphere* of July 8, in the News in Pictures on page 45, the photograph of the Queen at Westfield was incorrectly captioned. She was walking with Mr. E. H. Browne, Deputy Chairman of the National Coal Board, and not, as stated, with Mr. F. H. R. Finlay.

# THE NEWS IN PICTURES

A landing craft carrying paratroopers and Royal Marine commandos is winched aboard the Commando-carrier H.M.S. *Bulwark*, off Kuwait. The men were to spend twenty-four hours in the air-conditioned quarters of the carrier. Shortly after this photograph was taken it was announced that certain British units were to be withdrawn from Kuwait, among them the paratroopers and the commandos. Agreement to this effect had been reached between the Ruler and Mr. J. Ramsden, the Parliamentary Under-Secretary for War, who was on a visit to the Sheikhdom. Some 3,500 British infantry would remain there. In Bagdad last week, on the anniversary of the 1958 revolution which brought him to power, General Kassem made a number of inflammatory speeches. He repeated his claim that Kuwait was Iraqi territory and called on the British to " get out and end their aggression." He added that his quarrel was not with the Sheikh of Kuwait but " with British imperialism." On Thursday of this week (July 20) the Council of the Arab League was due to meet in Cairo in an attempt to find an Arab solution to the Kuwait problem. If they decide to send an Arab force to replace the British, it is anticipated Iraq will probably leave the League

A RESPITE FROM KUWAIT'S HEAT FOR MEN OF THE BRITISH FORCES

VISCOUNT BROOKEBOROUGH ON HIS WAY TO CHEQUERS



A RAIL DISASTER IN LANCASHIRE

**Left:** Passenger coaches have been thrown above goods trucks as a result of an accident at Weeton, five miles from Blackpool. Six people were killed and 125 injured, some seriously. A diesel train carrying about 300 holiday-makers to Fleetwood to catch the Isle of Man boat crashed into a stationary goods train carrying ballast

AIR CRASH IN U.S.

**Below:** Firemen set about cutting their way into the nose of a United Air Lines DC8 airliner which had crashed and caught fire when landing at Denver, Colorado. The aircraft had 116 people on board. Eighteen were reported to have been killed. Another serious air accident last week was at Casablanca, Morocco. Seventy-three were killed in a Czechoslovak airliner



**Above left:** Lord Brookeborough, Premier of Northern Ireland, spent last week-end at Chequers for talks with Mr. Macmillan and other Ministers. Northern Ireland's employment and industrial problems were considered. An official communique said there was also discussion on the question of Britain joining the Common Market

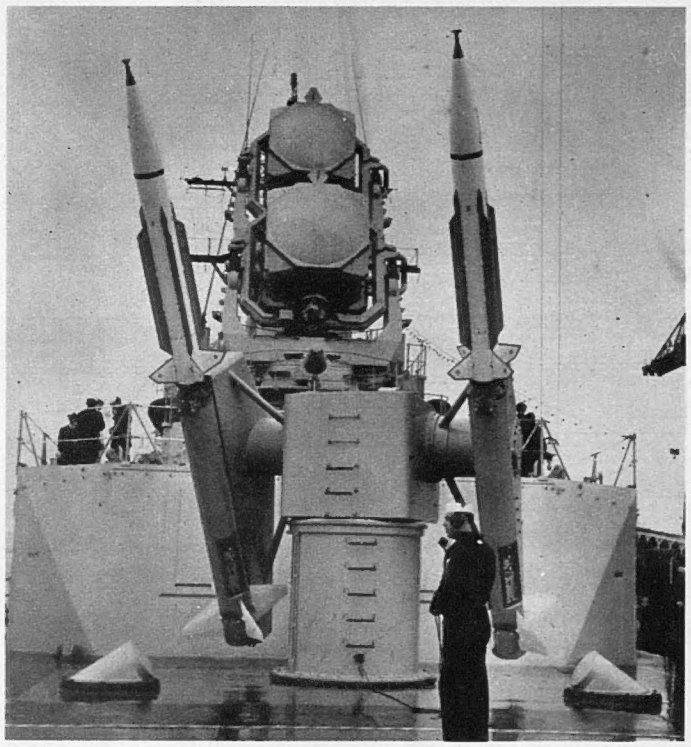
THE BRITISH OPEN GOLF CHAMPION

**Left:** Arnold Palmer, of the United States, is in play during the first round of the British Open Golf Championship over the Royal Birkdale course at Southport. He started favourite and eventually won the championship with a total of 284 strokes, but only after a tremendous struggle with D. Rees, of South Herts, who returned 285. On the day of the third round bad weather caused play to be postponed

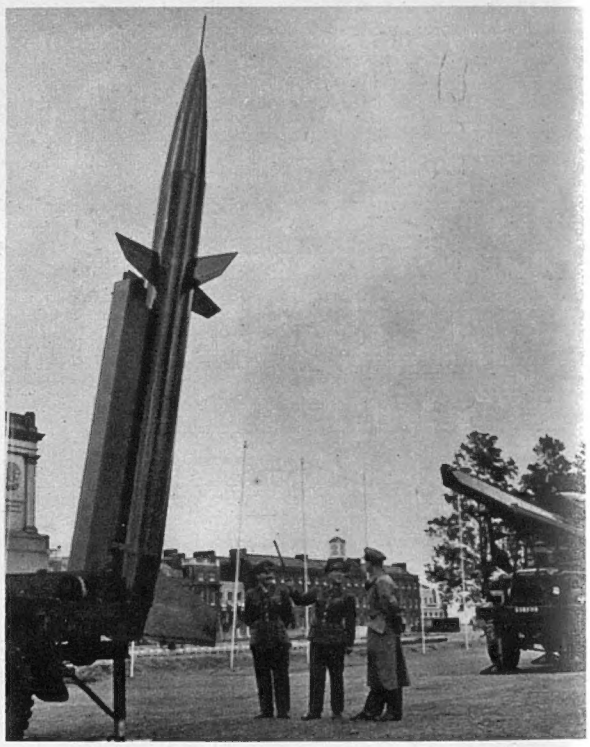
A REVIEW OF UNITS OF THE ROYAL NETHERLANDS NAVY

A helicopter flies over the aircraft carrier *Karel Doorman*, leading other units of the Royal Netherlands Navy in a review of the Dutch Fleet. Queen Juliana of the Netherlands and Prince Bernhard took the salute from the pier at Scheveningen. The carrier *Karel Doorman*, which is the biggest vessel in the Royal Netherlands Navy, is the former British ship, H.M.S. *Venerable*, purchased from Britain in 1948 and extensively modernised. Other vessels in the Dutch Fleet include two modern cruisers, and a number of destroyers and submarines

**Below right:** Anti-aircraft Terrier missiles are elevated on the twin-launcher on board the U.S. Navy's *Dewey*, the biggest frigate to be seen in Western European waters. She arrived in Portsmouth last week on a six-day visit before proceeding to join the U.S. Sixth Fleet in the Mediterranean. A guided missile destroyer leader of 3,900 tons, the *Dewey* is the first ship of the U.S. Navy to be built from the start to have missile armament. Her Terrier missiles are 15 ft. long and weigh 1½ tons each. *Dewey*'s other armament includes ASROC (anti-submarine) weapons, 5-inch and 3-inch guns and six torpedo launchers. The frigate is estimated to have a speed of well over 30 knots



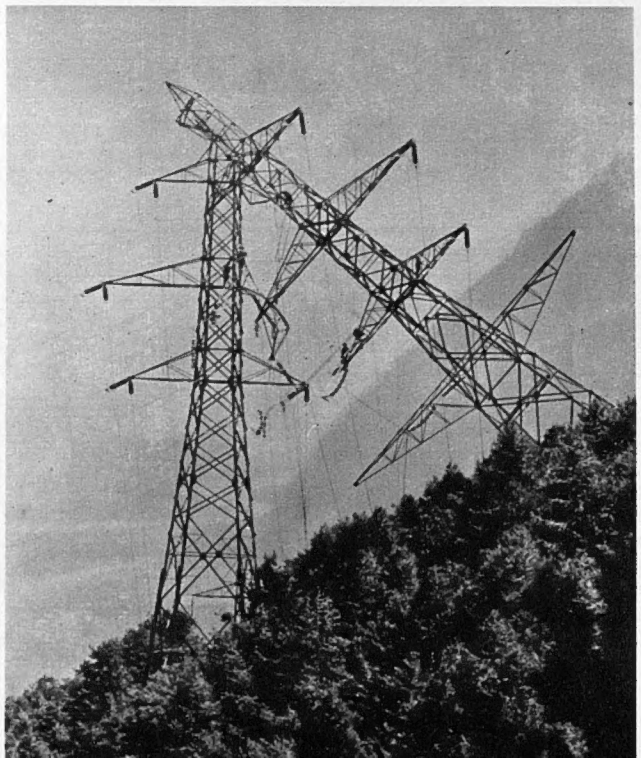
AN AMERICAN GUIDED-MISSILE FRIGATE



A BRITISH ARMY MISSILE AT WOOLWICH

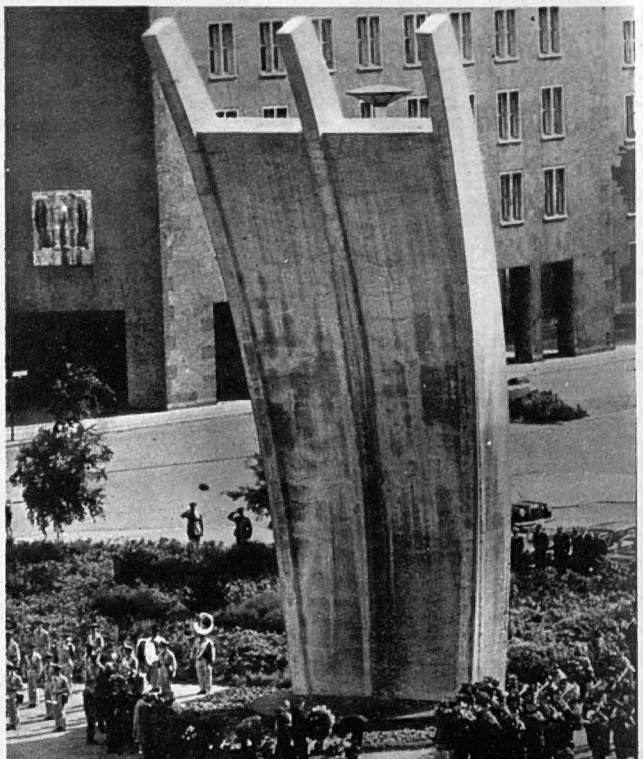
**Far right:** At Woolwich Barracks, in London, discussing a Blue Water guided missile, are, from left, Lieut.-Colonel D. Fitzpatrick, Commanding Officer of the Depot, Royal Artillery; Brigadier C. C. Garthwaite, the Garrison Commander at Woolwich and Major J. R. A. Smith, instructor in guided weapons. Blue Water is a surface-to-surface tactical support guided weapon which is being developed as a British replacement for the American Corporal missile

SABOTAGE ON THE SWISS-ITALIAN FRONTIER



On the Swiss-Italian frontier, high up in the Alps, an electric power pylon rests against another after being wrecked by saboteurs. It was believed to have been damaged as part of the protests arising from the negotiations over the future of Alto Adige (tne South Tirol) between Italy and Austria. A number of pylons were damaged last week and other terrorist acts reported in the South Tirol

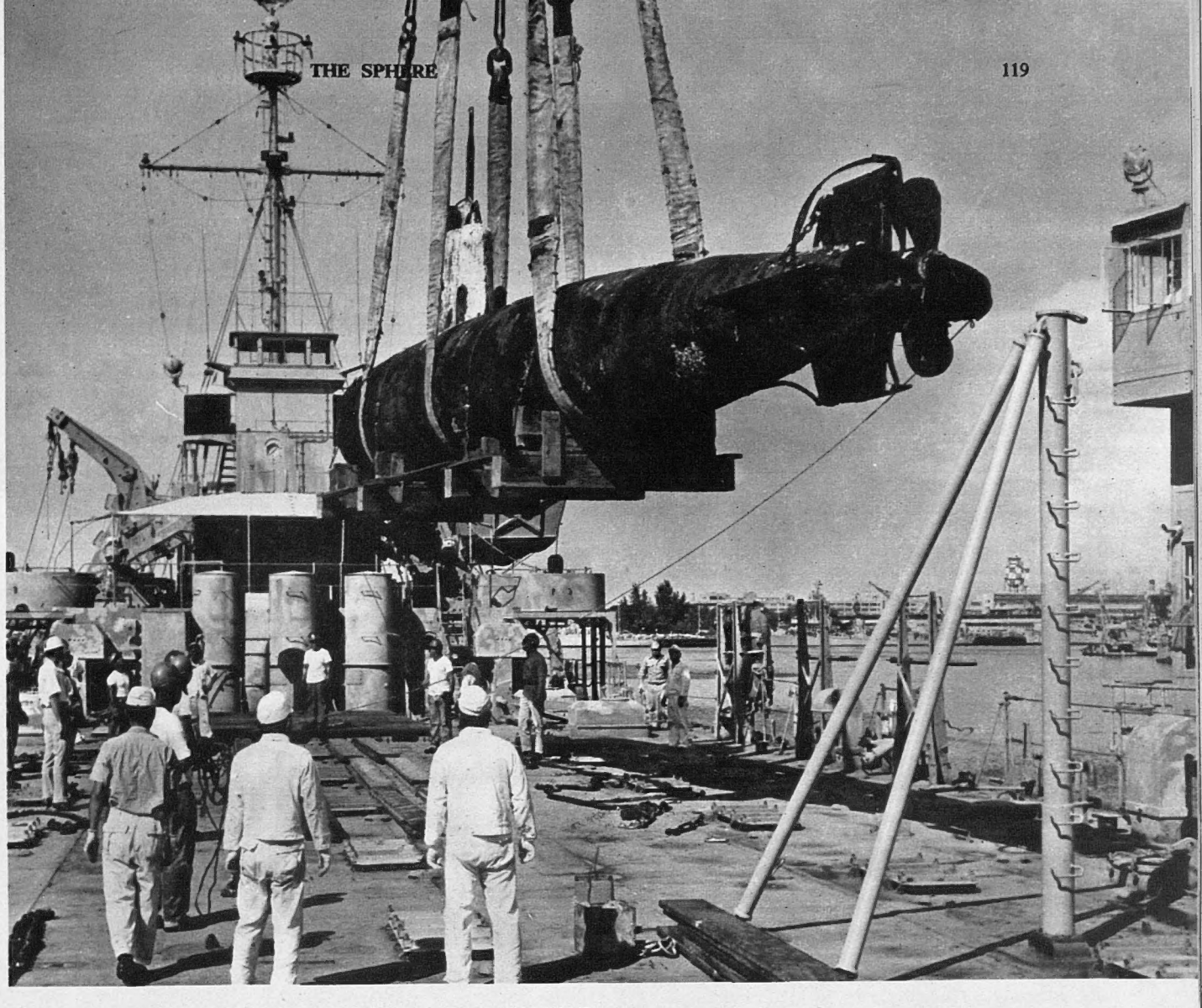
COMMEMORATING THE BERLIN AIRLIFT



**Far right:** British, French and American representatives, and delegations from West Berlin, lay wreaths at the foot of the Berlin Airlift memorial on the anniversary of its dedication. It honours the seventy American and British airmen who died during the airlift in 1948-49, organised to circumvent Russian attempts to blockade the city

# THE NEWS IN PICTURES

A small Japanese underwater craft is raised by a United States Navy salvage vessel in Pearl Harbour. It had lain on the sea-bed for twenty years, having taken part in the Japanese attack on the naval base in December 1941. This unprovoked aggression brought America into the war. Divers recently found the submarine resting on its side in 70 ft. of water. Some 80 ft. in length, it carried two torpedoes. These and the "scuttling charge" for use in the event of capture had to be disarmed by experts before the craft was brought to the surface. Examination showed that it had been depth-charged. There were no signs of human remains inside the hull and it is believed the two-man crew must have escaped. The only articles found were a bottle and a boot. The midget ship is to be sent to Japan



A JAPANESE MIDGET SUBMARINE SALVAGED IN PEARL HARBOUR

The Head of State of Pakistan and President Kennedy drive through the United States capital. They had a number of talks at the White House and President Ayub Khan addressed Congress. In his speech he asked for economic aid for his country to counter Communism

PRESIDENT AYUB KHAN IN WASHINGTON

**Far right:** General Douglas MacArthur, the wartime Allied Commander, South-West Pacific area, holds a painting depicting a historic scene which had just been presented to him in Manila. The canvas shows the General, wearing his familiar dark glasses, wading ashore at Leyte in 1944 with the forces which liberated the Philippines from their occupation by Japan

MACARTHUR RETURNS TO THE PHILIPPINES

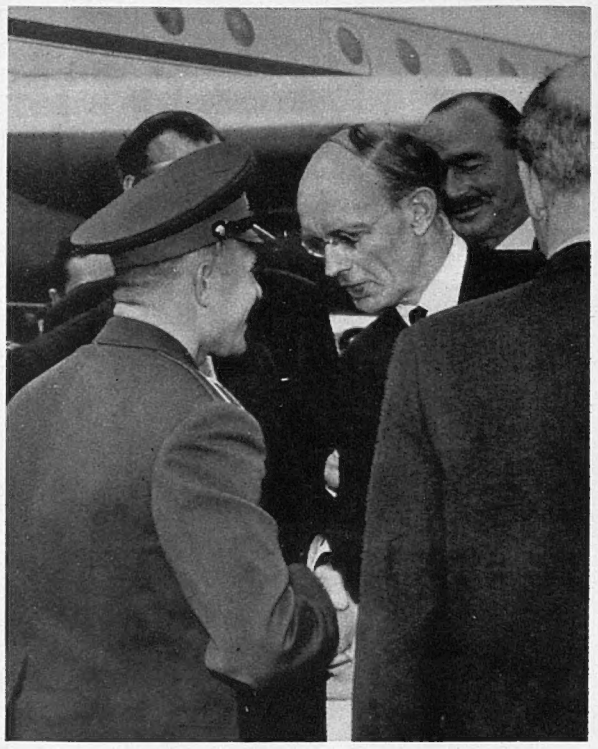
MEMORIAL TO LORD CECIL IN GENEVA

Mr. Harmmarskjold speaks in the Palace of Nations in Geneva at the ceremony in which he unveiled a memorial to Lord Cecil of Chelwood (1864-1958). The memorial, over the central doors of the Council Chamber, incorporates the olive branch of peace and quotations from Lord Cecil's speeches. After World War I he was one of the leading exponents of the League of Nations

A PLAQUE TO DEAN INGE IN ST. PAUL'S

**Far right:** Sir Charles Wheeler, P.R.A., unveils a memorial tablet to Dr. W. R. Inge in the crypt of St. Paul's Cathedral, London, where he was Dean from 1911-1931. The tablet, which is the work of Sir Charles, shows the head of the Dean, and besides giving the dates of William Ralph Inge's tenure of the Deanery, describes him as "Philosopher, Theologian and Journalist"

# RUSSIAN SPACEMAN IN BRITAIN



Major Yuri Gagarin is welcomed at London Airport by Mr. F. Turnbull, Secretary to the Office of the Minister for Science

In Manchester, the Major visits A.E.I.'s Trafford Park works

Crowds surround the Victoria Memorial to wave to the spaceman on his way to lunch with the Queen and the Duke of Edinburgh at Buckingham Palace. He sat on the Queen's right at the luncheon

The cosmonaut is shown round the Tower of London

In the Space Hall at the Soviet Exhibition, Major Gagarin is with Mr. Soldatov, the Russian Ambassador

Typical of the enthusiastic welcome of the London crowds—Yuri Gagarin leaves the Russian Embassy on his way to London Airport at the end of his four-day visit

JOHN CONNELL

# ROCKETS OVER THE MIDDLE EAST

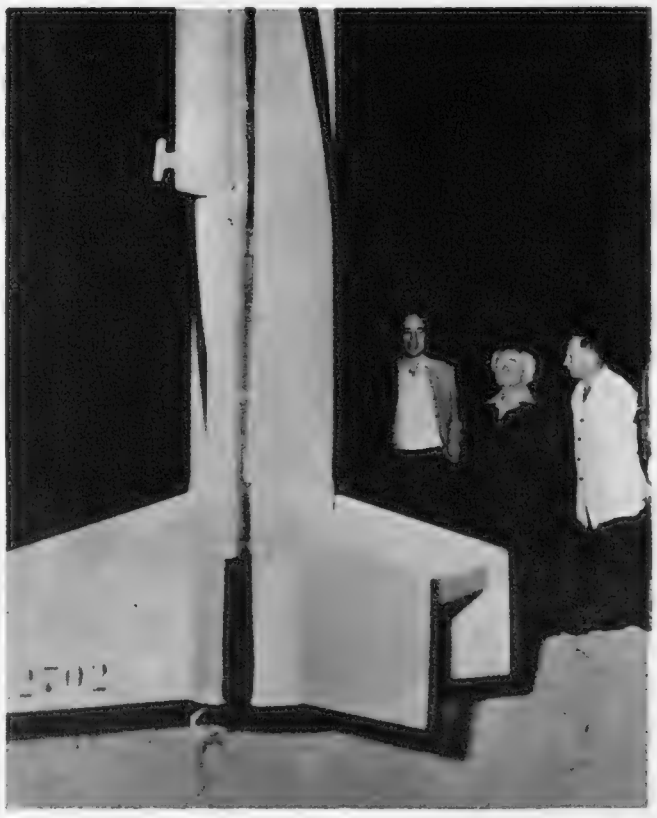
The small, indomitably adventurous State of Israel is the latest entrant —the seventh—to what has hitherto been a very exclusive society. On the morning of July 5 there was launched, from a site somewhere on the Mediterranean coast, Israel's first space rocket. The official announcement made a number of important points about it: its purpose was meteorological, not military; it consisted of three stages of decreasing weight; when the last and lightest part of the projectile reached a height of fifty miles it released a cloud of sodium powder; all the scientists involved in the operation are Israelis, all the material used was made in Israel, and the solid fuel which was the propellant is a secret Israeli invention.

Mr. Ben-Gurion, the Prime Minister of Israel, who has a well-nigh Churchillian gusto, witnessed the launching, along with the Foreign and Defence Ministers, and was as jubilant as Sir Winston would have been in similar circumstances. There is every reason for his pride, which of course was shared throughout the country. It is a major national achievement. It shows where Israel's strength really lies—in spiritual and intellectual qualities which are fused into a resolute patriotism.

It is of much more significance to Israel that the rocket is all her own unaided work, than that she has joined the space rocket club. Its beginnings, as I understand them, lie back in the International Geophysical Year, when Israel decided to carry out a series of tests designed to map the ionosphere and stratosphere of the Middle East, and Israeli scientists were faced with two tasks which they have now accomplished: that of constructing a rocket which could house the required measuring instruments, and that of producing a fuel giving the necessary thrust.

Reactions to Israel's rocket throughout the world were interesting. I had myself no means of forecasting the launching; but I think I could have predicted, with almost total accuracy, the reactions of various international spokesmen, in the Middle East and elsewhere.

There was, first and most important, the straightforward assessment of Professor Sir Harrie Massey, who is Chairman of the International Committee on Space Research. He called it a "considerable performance" especially for so small a country and with no outside aid. He pointed out that it is possible to build a multi-stage rocket of about a quarter of a ton, smaller than Skylark or Blue Streak, which are being used by the Americans and the British for research purposes; but even so, he added, "it is clearly a substantial job of work which has required a well-developed technical background, and if you are the size of Israel it represents a great technical achievement."



Mr. Ben-Gurion, Israeli Prime Minister, with Mr. Peres, Deputy Defence Minister, inspects the rocket before it is launched

The Deputy Director of the Moscow Planetarium emphasised the smallness of Israel's projectile, and said "This stage of rocketry was reached a long time ago." Any whiff of sourness in the grapes is, the customers may rest assured, purely coincidental. For myself, I took a mischievous joy in the comment of the United Kingdom's permanent representative at the United Nations headquarters, Sir Patrick Dean: "I have heard of it, but I have not given it any thought." This seems to me a classic example of the way in which our Island Race manages to win friends and influence people.

Israel's Arab neighbours had to square a very comfortless circle. They had at one and the same time to pooh-pooh it and to utter loud ululations, proclaiming the sinister and aggressive intentions of the wicked Zionists. The collective response of all the Arab delegations at the United Nations was: "We don't believe it. It is a publicity stunt by Israel to call attention to herself when the world's eyes are focused elsewhere." Individual delegates, however, both publicly and off the record, had no hesitation in demonstrating their deep disquiet. Quite frequently in recent months Egyptian spokesmen, of varying degrees of responsibility, have tried to make the world's flesh creep with warnings that Israel has an atomic bomb of her own; and it was inevitable therefore that Mr. Omar Loutfi, the U.A.R. delegate at the United Nations, merely observed darkly: "I told you so."

The successful launching of a space projectile is no proof that Israel possesses, or is about to evolve, a nuclear armoury. However, it is common knowledge that Israel has a considerable programme of atomic research, and Arabs are very prone to put two and two together and make them five. It is this characteristic—combined with an intense desire to keep up with the Joneses, however unwelcome the Joneses in the neighbourhood may be—which prompted the hurried announcement, a day or two later, that the United Arab Republic is being supplied with American space-rockets, for peaceful purposes only.

Me-tooism is a worldwide failing these days—in almost every human concern, from beauty competitions to lawn tennis—but there is a grimly serious side to it. The atomic race is very nearly out of control, and if it does get out of control, we must all be prepared for danger. This is why it is irresponsible and perilous to threaten a resumption of nuclear tests, and to take no active steps towards multi-lateral disarmament.

Throughout all the recent huffing and puffing over Berlin, with Mr. Khrushchev dressing up in his wartime uniform, polishing up his medals, making fierce accusations against the United States and cancelling demobilisation orders, it has been obvious that the U.S.S.R. does not want a major war, and Mr. Kennedy has been shrewd enough and clear-headed enough to recognise this cardinal fact. Serious tension yes, fulfilment of Russian political objectives yes, but war no. War is something into which we here in the West can only drift by a series of hideous blunders. There are, however, countries (as I ventured to argue, when I discussed the Russo-Chinese differences, to which Mr. Isaac Deutscher drew such timely attention) which, for a variety of reasons, do not reject war as a method of attaining their national objectives

The Chinese have no scruples, and they are getting near having atomic weapons. The Indonesians have no atomic weapons but they are bent on seizing Dutch New Guinea, at the almost certain risk of war, and they calculate—probably correctly —that neither the Dutch nor anybody else will use atomic weapons to defeat their purpose. The Arabs are peculiarly susceptible to these violent aspirations. They are very scared of Israel, since in the terms, and using the weapons of conventional warfare, they have twice been severely licked by the Israelis; but were they to possess atomic weapons, Israel would be extremely vulnerable to a sudden devastating assault.

This is a constant, if latent, danger in the Middle East. Meanwhile we all go through the motions of a crisis over Kuwait. Here much that has happened has been predictable—except perhaps the speed and efficiency with which the operational side of Britain's reaction to the Iraqi claim was executed. Although this may be the last time, as well as the first, that our base in Kenya has been used, the movement of troops, aircraft and ships showed a welcome change from the scarifying slowness of Suez in 1956. Now having got British troops into position all kinds of efforts are being made to get them away as quickly as possible.

It is, I must confess, a mildly diverting spectacle, for those who enjoy some spice in their international crises. There were, for example, the Egyptians thundering away about the wickedness of British imperialism, and letting a sizeable part of the Mediterranean Fleet pass, unmolested, through the Suez Canal. There were the newspaper correspondents, setting forth by taxi for the front to get their interviews with Fusilier Atkins and Gunner Snooks, and being ordered off the field by the Kuwaiti authorities; there was the Brigadier saying he expected an attack, and the Air Marshal saying he didn't (Action this day: get a P.R. detachment out there, priority one); and there were the infinitely various Arab reactions. I took special pleasure in a B.B.C. correspondent's discovery, in complete if astonishing agreement with the view which (as I have remarked) I have held for twenty years, that the essential fact about Arab unity is that there is no Arab unity.

It is difficult not to feel a little sympathy with the Arabs (as distinct from their faithful supporters here in Britain)—disunited, querulous, jealous and mortified. But this sympathy does not, I am afraid, deflect me from pointing out the simple truth, which the Kuwait imbroglio demonstrates only a little less forcibly than Israel's rocket-launching; that for Britain a policy based on trying to regain Arab friendship, at the cost of cold-shouldering Israel, would be as silly as undignified.

With a portrait of the founder of the Scout Movement in the background, Queen Elizabeth opens the new Baden-Powell House in London. On her right is Sir Charles Maclean, the Chief Scout

Her Majesty listens to a recording of Lord Baden-Powell's voice, transmitted over a telephone

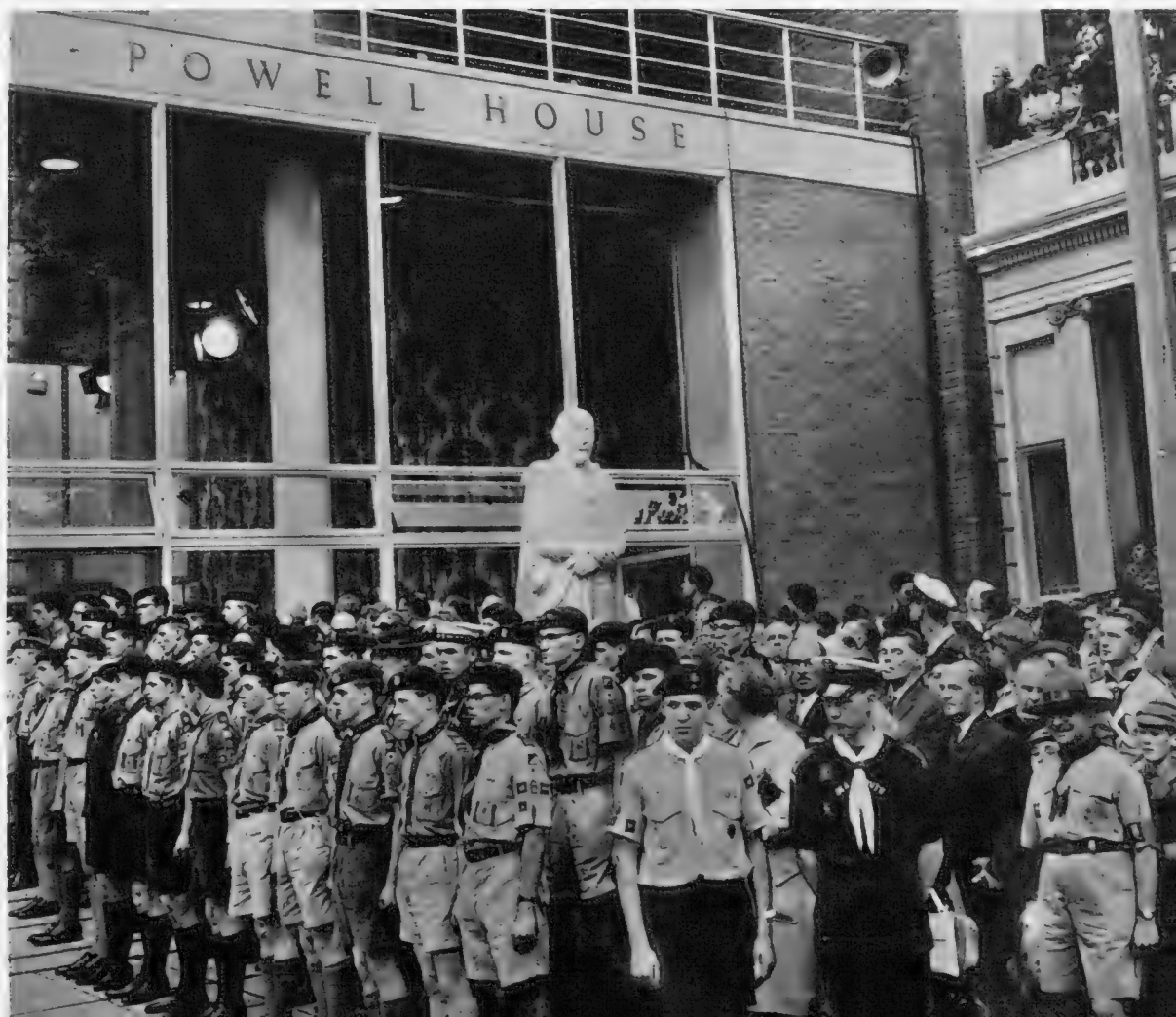
# TRIBUTE TO BADEN-POWELL

Queen Elizabeth opened last week Baden-Powell House in Kensington, a £20,000 social and residential centre for Boy Scouts from all over the world. It has been built as a memorial to the founder of the movement. Present for the occasion was his widow, Olave, Lady Baden-Powell, the World Chief Guide. During her speech, Her Majesty referred to her privilege of having met Lord Baden-Powell on several occasions. She said, " I was very young at the time, but I remember him vividly." Outside the main entrance of the new building is a statue of the founder, carved by Mr. D. Potter in Cornish granite. This was unveiled by the Duke of Gloucester, President of the Boy Scouts Association. The six-storey building has been designed by Mr. Ralph Tubbs.

The Queen with Olave, Lady Baden-Powell

Mr. Kenneth Stevens, who is the Assistant Chief Executive Commissioner, meets the Queen. **Right:** After the unveiling of a statue of Lord Baden-Powell

b



Queen Elizabeth the Queen Mother, during her tour of Greenwich as patron of the London Gardens Society, talks to Mr. Thatcher after inspecting his front garden

The Duchess of Gloucester with Mrs. G. H. Gordon, wife of the West Indies Commissioner in London, holding an award presented at the Mother and Baby Exhibition

# A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

TAX GATHERERS. Sir C. Osborne may have exaggerated the economic plight of our country. Mr. Lloyd may have grounds for the confidence he claimed in moving the third reading of his budget, for its effectiveness, its social justice and for the restraining measures he reserved for himself. I am not competent to pronounce on such matters. But taxpayers, who employ as few as one man or woman, have been justified during recent weeks of change-over in methods of P.A.Y.E., insurance and so on, in broadly condemning in biblical terms tax gatherers from top to bottom who for so many years have failed to find some simplification for collection of such taxes from employers and employees. The very complicated systems have made it absolutely necessary for the small man in either category to pay and employ an expert to work out his weekly contribution. It may be that an increase of 4s. 1d. per week on employers per employee is a small matter and reasonably just. It cannot be said when that increase is doubled by the necessity to pay an expert to interpret the instructions sent out, the ready reckoners, the directives (which represent the bulk of a novel), that the small man has no grounds for complaint. I wonder how many small employers like me have striven in these dog days to puzzle out the nice and ever-varying calculations in weekly cheques and costs of stamps; found it utterly incomprehensible and had recourse to a paid expert. If they are a minority in their class of taxpayer, then indeed national education is better than I supposed. Woe unto you, publicans and tax gatherers! For decades you have deserved greater damnation than you have received. To-day I doubt whether boiling oil would meet the case for your crimes against humanity. The burden you lay upon us is greater than we can bear, and is due less to your rapacity than to your sheer bureaucratic incompetence under Parkinson's Law.

THE NEW EARL. It is the best of news that Sir Anthony Eden is so far recovered in health as to accept the opportunity to make his voice heard in "another place." Experience gained by trial and error should enable him to advise our Government how best to cope with foreseen and unforeseen snags in the field of diplomacy. For our Government needs advice and has for years found it very difficult to cope with our difficulties at home and abroad. Sometimes indeed one may have felt that, having long balanced on the fence with a hesitant toe hovering over the new world of the 1950-60's, it has withdrawn that toe and has come down and back with both feet on the more familiar territory of Victorianism; if it can find no way to make us great to-day, at least it can remind us and the world that this throne of kings, this sceptred isle, was for centuries an Earth of Majesty.

FOOTNOTE TO TENNIS HISTORY. Wimbledon 1961 is a memory now, a page of history already gathering dust. It is the turn of rowing and golf and cricket again. But I add my belated footnote: for me at any rate the highlight of thrill was the Truman-Smith quarter-final. It was, of course, wildly partisan; we are so unused to our male or female stars getting as far even as quarter-finals. Miss Truman looked to me a certain (if good) loser from the start until she took the lead for the first time at the eleventh hour, and certainly it was sheer and *mere* courage that pulled her through two "certain" moments of defeat. Both girls made more deplorable mistakes than brilliant retrievements. Miss Truman's first service failed three times out of five to the very end. And my criticism is the same as I made last year: why do our star girls waste so much energy on a first service so inaccurate as to have at best a 40 per cent. chance of coming off? Would it not benefit them to perfect a slightly less potentially-deadly first service and so avoid much futile expense of


A GIFT WITH A CONTINUING REMINDER

You will appreciate how delightful a gift "The Sphere" will make for any occasion with its weekly reminder of the sender. Its weekly pictorial coverage of world news, and its first-class writers, will especially appeal to the busy man or woman of affairs.

You can take out a subscription for a friend by sending a cheque or money order to the Subscription Department (S)—"The Sphere," 13-15, John Adam Street, London, W.C.2.

RATES OF SUBSCRIPTION TO "THE SPHERE" Published at 2/6 weekly

| THESE TERMS ARE INCLUSIVE OF POSTAGE | 12 months and Xmas No. | 6 months and Xmas No. | 6 months no extras |
|---|---|---|---|
| | £ s. d. | £ s. d. | £ s. d. |
| Great Britain and Eire ... ... ... ... ... | 7 12 0 | 3 18 6 | 3 14 0 |
| Canada ... ... ... ... ... ... ... | 7 0 6 | 3 12 6 | 3 8 0 |
| U.S.A. ... ... ... ... ... ... ... | $22.50 | $11.50 | $11.00 |
| Elsewhere abroad ... ... ... ... ... | 7 14 6 | 3 19 6 | 3 15 0 |

At Portland, Dorset, the Navy's No. 771 Trials and Training Squadron is commissioned, with, in the background, some of the helicopters which they operate. No. 771 Squadron is the Navy's first helicopter squadron specially equipped for such duties. Among the aircraft for the squadron are two new Naval helicopters, the Westland Wessex and the P.531

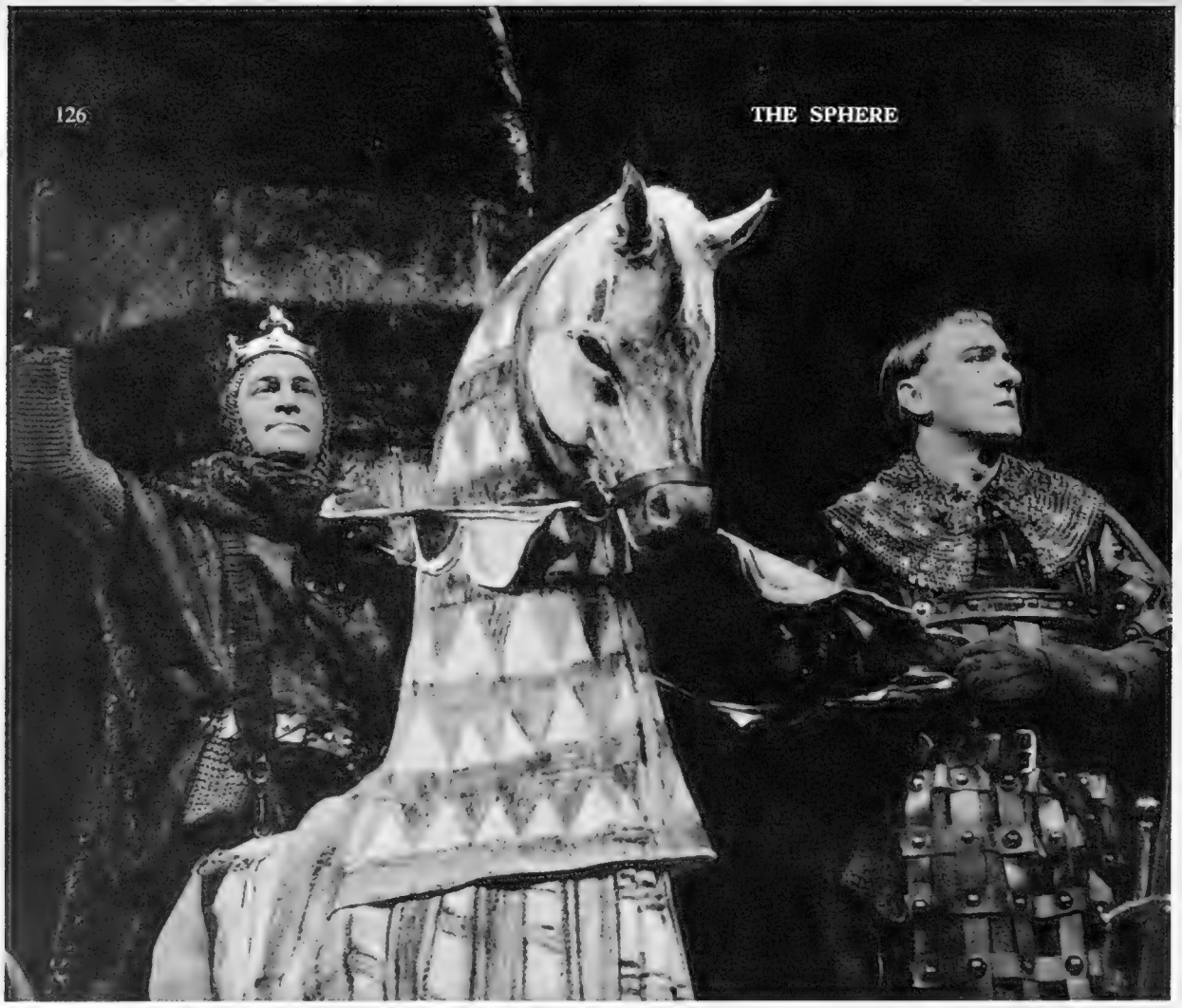
strength? But, if that quarter-final was won by courage rather than by mobility and accuracy, it was a rare thrill and a heart-twister I would not have missed "not for a fi' pun note." A very welcome *mi-carême* in our Pentecost of calamity in the world outside Wimbledon. (A mixture of metaphors, no doubt.) After the two gruelling semi-finals in the women's singles, when Miss Truman proved more accurate and Miss Mortimer was at her most accurate, I lost interest in the doings on those courts, delighted to know that at long last we were again assured of an English champion and deciding that my loyalties to those two finalists were one and indivisible.

ONLY A GAME. How hard it is when tensely watching a close contest on a tennis-court, a cricket ground or a golf course to convince oneself that after all it is "only a game" and as such will be largely forgotten a week hence! Only a game? No doubt, in the cold record of print that third test match will be described as "England won by 8 wickets." But years hence cricket fans will "curse themselves because they were not there" to see the miracles which Trueman accomplished; and a decade ahead the hard-worked commentators in the TV galleries will keep his fame freshly remembered whenever a dull session of batting requires an anecdote to keep the viewers from boredom or frustration. After all, there is duller history than cricket history.

ANCIENT GREEK CIVILISATION. After reading enthralled Mr. Kitto's *The Greeks* in a Pelican paper-back, I felt I had gone some little way to complete a classical education which cost my father a lot of money and brought me little profit. The conclusion I reluctantly came to was that the study of Greek in schools and university is only effective with youths with first-class minds. At public school and at Oxford I toiled through the Greek classical poets, dramatists and historians until I was twenty, deriving admittedly some delight and even culture from the labour. I annotated my text books, learned some choruses by heart, listened to Bob Raper's lectures on Homer with many a laugh at his gags ("Rosy-fingered dawn," gentlemen; you might freely translate as "the pink 'un"); and I came away from my studies of ancient Greek with just enough knowledge to recognise as "somewhere in the picture" the great figures that built up Greek civilisation in the fifth century B.C. Mine was never a "Greats" mind and I wonder whether on balance I should have gained more than I lost if during those scholastic years I had been soaked in such books as Mr. Kitto's, absorbing the originals through such a middle-man as Mr. Kitto. If I had, my teachers might have found time to teach me a little elementary geography and mathematics or a grounding in history. It is all very different with Latin. Latin is a language that *sticks*, it is a foundation of modern languages, not least our own. But for the half-educated like myself, even the Greek alphabet soon becomes difficult to remember, and greatly admired passages from its poetry and drama hard to translate. I know that in a careful reading of this Pelican paper-back I have gained more understanding of ancient Greek civilisation than I possessed immediately after seven years' hard labour with the originals. To that extent only, I am shaken in my belief that a classical education is an essential foundation for a good citizen and a cultured man, whatever profession he may embrace.

THE OLD STAGER

Members of the African Dance Company of Senegal listen to their guitarist, Djino Kouyate, on the opening day of the 1961 International Musical Eisteddfod at Llangollen, in North Wales



Having defeated the French, Henry II (Christopher Plummer) rides in triumph. His horse is led by Becket (Eric Porter)

Henry of England carouses

Louis of France (Patrick Wymark)

Henry upbraids his family. Centre is the Queen Mother (Gwen Ffrangcon-Davies) and right, his son (Dane Howell)

Folliot (Peter Jeffrey), the Archbishop (Donald Layne-Smith), Becket, Henry, and the Bishop of Oxford (P. G. Stephens)

Like Lewis Carroll's Snark, the idea of a National Theatre on London's South Bank has been hunted with hope and many times has softly and silently vanished away, leaving only a foundation-stone behind. Last week expectations rose high again that the Chancellor of the Exchequer and the L.C.C. between them might have produced a scheme and the money to turn the idea into reality. At the same time, the Royal Shakespeare Theatre Company at their London home, the Aldwych, gave convincing proof of the sort of magnificent production which could be mounted in a National Theatre. Jean Anouilh's play in chronicle form deals with the intense relationship between Becket and Henry II. It needs a highly resourceful production and a large cast, each capable of adding substance to the whole and acting in a unity of manner—in fact, just the kind of play which should be mounted by a National Theatre. *Becket*, directed by Peter Hall, becomes an experience which adds status to the West End theatre.

One mark of Anouilh's craftsmanship lies in the smooth transition from mood to mood so that the story thread is never lost and always runs brightly. Peter Hall nowhere blunts the playwright's satiric edge and mocking humour. Anouilh is predominantly concerned with the relationship between the two protagonists—Becket, the Saxon in search of his honour, and Henry, extravagant in animal pleasures and in search of friendship. Amid a life of hunting, drinking and whoring, Becket manages to make the King think. There is a telling instance, when they are out hunting and take refuge in a peasant's hut. Henry muses on why he always addresses Saxons as dogs, and in a sudden flash of intelligence he sees he might just as well call them Saxons. In a dark, brutal world of intrigue between Church and State, of Norman stupidity and Saxon bitterness, Becket guides his young king towards success and is rewarded, after victory in France, by being made Archbishop of Canterbury. His search for honour demands he change his feudal allegiance from King to God. Becket goes into exile, is caught in the whirlpool of Continental intrigue, and has one last meeting with Henry, alone on their horses in the middle of a cold and empty plain at night. The story ends at the assassination. High comedy is provided by thick-headed Barons and a devious Pope and his Cardinal, plotting in the accents of emigré Italian café-owners. In tracing the main relationship, the two leading parts are balanced against each other to provide opportunities for bravura acting. These are seized by Christopher Plummer and Eric Porter as Henry and Becket.

**Jolyon Wimhurst**

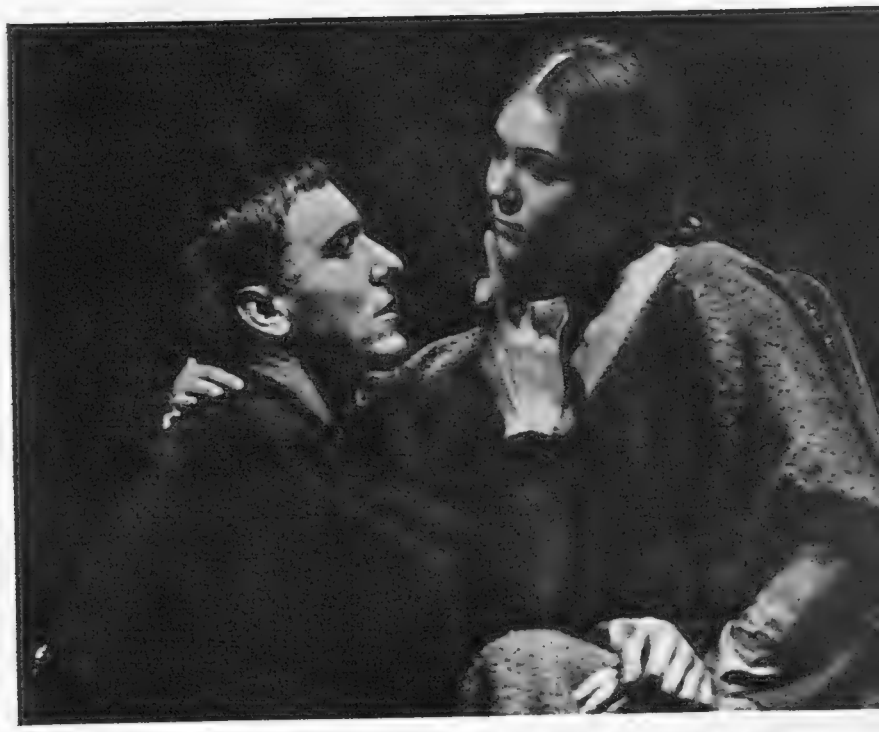
The barons of England at war in France—played by, from left, Edward Argent, George Murcell and Clive Swift

## ENTERTAINMENT

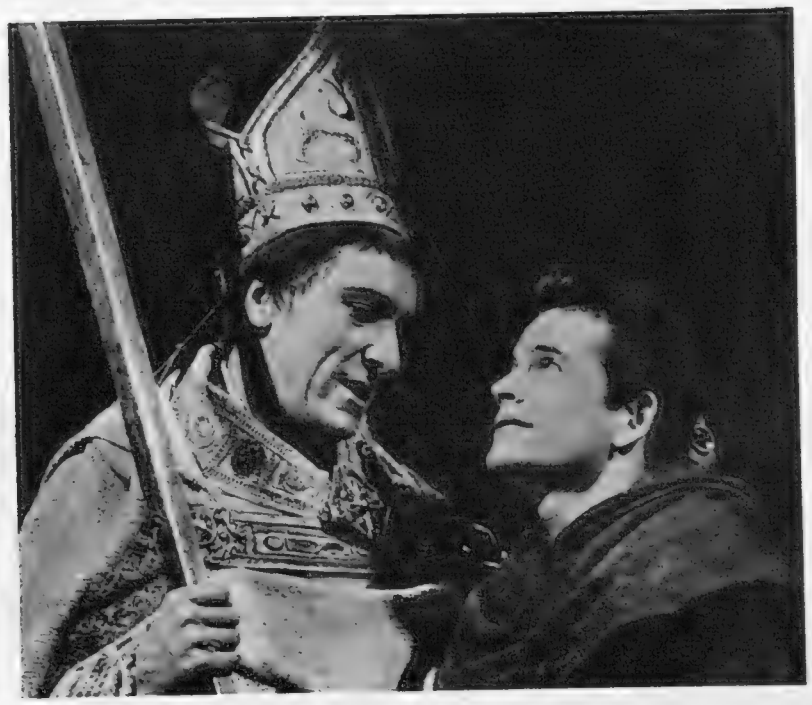
# BECKET

*at the Aldwych Theatre*

The Pope (Roy Dotrice) schemes with a Cardinal (George Murcell)



The career of Thomas Becket—with his Welsh mistress Gwendolen (Diana Rigg), in his younger days and, **below:** as Archbishop of Canterbury, with a monk (Ian Holm)



# THE VOICE OF THE COMMON

## CANADA

The Geological Survey of Canada this year will place 102 parties in the field in by far the largest and most diversified field programme in its history, Mr. Paul Comtois, Mines and Technical Surveys Minister, announced recently. Over 400 persons, comprising geologists, technical officers, student assistants, and labourers will carry out the programme, which takes in every province, the mainland north of the 60th Parallel, and the islands of the Arctic archipelago.

Top place, as in recent years, has been given to investigations intended to produce a reconnaissance or preliminary broad picture and interpretation of the geology of all Canada as soon as practicable. To ensure that this initial research incorporates the most modern scientific ideas, the field investigations include various specialised supporting studies, and will be supplemented more than ever before by other research in the office and laboratory. Projects will also reflect the Survey's increasing activities in various fields such as submarine geology, engineering geology, and the development and application of geophysical techniques required to supplement other methods of geological study.

The multi-phase programme includes, for instance, geochemical studies in the North-West Territories, Alberta, New Brunswick, and Nova Scotia; seismic surveys on the polar continental shelf in the Arctic Ocean, in the Yukon, Saskatchewan, Ontario, Quebec, and New Brunswick; submarine geology on the polar continental shelf, in Hudson Bay, and on the Southern Nova Scotian shelf; engineering geology in the Yukon and Saskatchewan, groundwater studies in seven of the ten provinces; and flight tests of a nuclear magnetometer, developed to carry out surveys in mountainous areas. It also inaugurates the 18,000,000-dollar (£6,428,000) aeromagnetic survey programme being carried out by the Federal and Provincial Governments on a cost-sharing basis. Surveys this year will take place in British Columbia, Saskatchewan and Ontario, and, by the Federal Government alone, in the Yukon.

The programme reflects the continuing interest in Canada's great northern regions, with thirteen parties working north of the 60th Parallel, five of these being in the archipelago. The parties are using various forms of transportation, from canoes in many areas to pack-horses in the mountains, motor toboggans in the Far North, and helicopters and fixed-wing aircraft in extensive reconnaissance mapping projects in northern regions. The Geological Survey is continuing to carry out reconnaissance mapping to delimit areas which warrant further attention and detailed mapping in areas under development or of potential mineral interest.

Highlights of the 1961 programme include " Operation Leaf River " in Northern Quebec, in which five geologists and two student assistants will map 50,000 square miles on a reconnaissance scale; the completion of the co-operative geological mapping project with the Government of Ontario in the Patricia District of North-Western Ontario in connection with the Federal Government's " Roads-to-Resources " programme; " Operation Ogilvie " in the Ogilvie Mountains in the Yukon, in which two staff geologists are doing reconnaissance mapping over a 14,000-square-mile area; and the first phase of a two-year geological reconnaissance of Axel Heiberg and North-West Ellesmere Island in the archipelago.

This year, as in other years, the Survey is using its field programme to provide doctorate-thesis opportunities for promising graduates in geology. This policy has the twofold value of assisting students seeking degrees in geology and of providing the Survey with valuable material in doctorate thesis form.

Princess Alexandra with three of the guests at a reception at Lancaster House, London, for Commonwealth students being trained as teachers in the United Kingdom

The Archbishop of Canterbury talks with some of his guests at a garden party at Lambeth Palace, London. Among those invited were many visitors from the Commonwealth

## CEYLON

A programme designed to step up the productivity of rubber plantations by replacing ageing trees with new higher-yielding plants is being successfully carried out in Ceylon. Rubber ranks second to tea as an export revenue earner for Ceylon and the expansion of rubber output has been a major objective of governmental economic policy. Due to the high cost of opening up new land and the competing claims of other crops for the available land, new planting of rubber is restricted. The chief method of increasing output has therefore become replanting on existing plantations.

The Rubber Replanting Scheme was launched by the Government in 1953, after the conclusion of a trade agreement with China under which China agreed to pay a premium price for Ceylon raw rubber, while selling rice in exchange. The Government decided to apply this premium towards substantial cash subsidies for estate owners who undertook to replant their rubber lands with plants of a proven higher yield. While the yield on old plantation rubber averaged about 400 lb. an acre per year, the Ceylon Rubber Research Institute had developed strains of rubber suitable for Ceylon which double this yield.

The first stage of this programme was completed in 1957. The original target of 65,000 acres for the five-year period ending 1957 was surpassed and 90,000 acres were replanted. For the second five-year stage due to end next year, the pace of replanting and the volume of Government subsidy payments was stepped up, and it is now expected that the area covered by the replanting programme in its second stage will be 110,000 acres. This will make a total of 200,000 acres for the ten-year period, 1953-1962.

Rubber trees are ready for tapping six or seven years after planting, and the increase in production will manifest itself significantly only after a few more years. Current output is around 100,000 tons a year. All owners of rubber lands are eligible for the Government subsidy. British plantation companies which have rubber estates in Ceylon qualify for it alongside Ceylonese plantation owners and smallholders.

Similar Government-assisted replanting schemes have also been introduced for tea and coconuts, the other two major Ceylon crops. Together they constitute an important segment of agricultural development and expansion in Ceylon's economic planning.

# WEALTH

*Canada's largest Geological Survey; increasing rubber production in Ceylon; Dr. Nkrumah's anxiety over Britain and the Common Market*

*The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"*

## GHANA

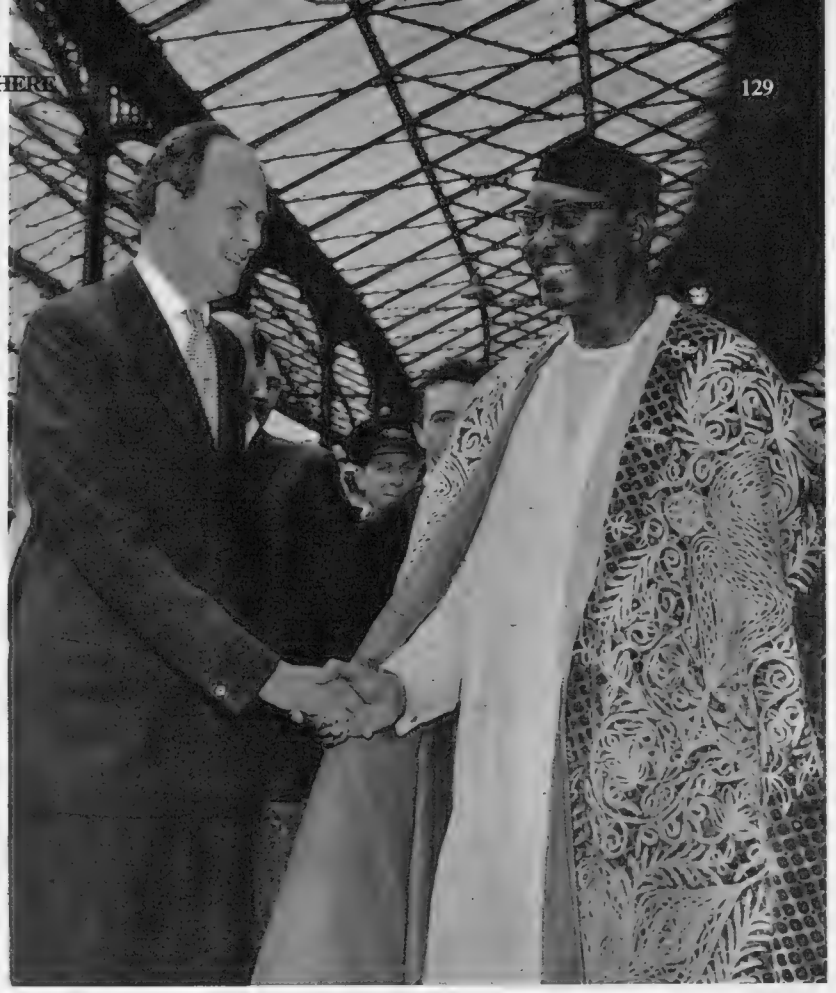
In his speech at the Opening of Parliament in Accra earlier this month, President Nkrumah explained Ghana's attitude to the possibility of Britain joining the European Economic Community. He said he had made these views clear to Mr. Hare, the U.K. Minister of Labour, during his visit to Ghana a few days previously.

The President thought that British participation in the Common Market in its present form would have "disruptive effects" on the Commonwealth and might prejudice the position in the sterling area of Ghana and others. It would also operate against African unity. Regarding the Commonwealth, he declared:

"The free association of peoples which is known as the Commonwealth is an important force for good in the world. Despite all the differences in the political outlook of the different members, and the differences caused by their political and ideological alignments and non-alignments, the existence of the Commonwealth is an important stabilising force in this troubled and unstable world. Now that South Africa has been excluded, the members have in common a civilised outlook and a reasonableness of temper in the conduct of international negotiations, and the mutual feeling of trust in their honesty of purpose and the reliability of their word, which makes the Commonwealth an important instrument in the maintenance of world peace. If the senior partner of the Commonwealth were to opt out from membership by joining a close European federation, I am sure that the other members of the Commonwealth would have to consult on how they could continue this association in some other form."

Turning to the relations of Africa and the E.E.C., the President feared it would "not only discriminate economically against Ghana and the other independent states of Africa" but, more important, it would "perpetuate by economic means the many artificial barriers which were imposed on Africa by the European Colonial powers." He added: "The case of Daniel and the lions may occasionally come out right, but it is not a safe thesis for economic planning." Africans should aim at building up the Common Market of a united Africa rather than serve as appendages to the European Common Market. The President continued:

"I am of the firm belief that the senior member of the Commonwealth, the United Kingdom, should not join the European Economic Community unless she succeeds, first, in eliminating from the present arrangements all those features which involve discriminatory trading relations between the European members and their colonies or ex-colonies; second, unless she can give assurances that her own treatment of her colonies and ex-colonies will be no less favourable than those which exist at present; and third, unless she can ensure that whatever financial assistance is offered by the European powers to the newly emergent states of Africa is given unconditionally, and not in the form of a bribe for joining the Common Market."



Dr. Azikiwe, the Governor-General of Nigeria, is welcomed to London by the Duke of Devonshire, Parliamentary Under-Secretary at the Commonwealth Relations Office

Mr. Holyoake, the Prime Minister of New Zealand, and Mr. Duncan Sandys, Secretary for Commonwealth Relations, take tea during their discussions in Wellington on the Common Market. Later Mr. Holyoake told Parliament that he did not believe Britain would join the E.E.C. if it meant seriously dividing, or sacrificing, the interests of Commonwealth countries. From New Zealand, Mr. Sandys went to Australia and Canada for further Common Market talks. He was due back in London early this week

Mr. Edward Heath (second from right), the Lord Privy Seal, faces President Makarios across the table in Nicosia for talks on the Common Market. Beyond Mr. Heath is Sir William Clark, the British High Commissioner. Dr. Kutchuk, Vice-President of Cyprus, is on the President's right. Beyond Archbishop Makarios are Mr. Kyprianou, Foreign Minister; Mr. Araouzo, Trade Minister, and Mr. George Eliades, Under-Secretary for Trade. Britain's Common Market "missionary" and the Cypriot ministers were stated to have exchanged views in an atmosphere of "frank and friendly understanding"

# CONGESTION OF GANNETS

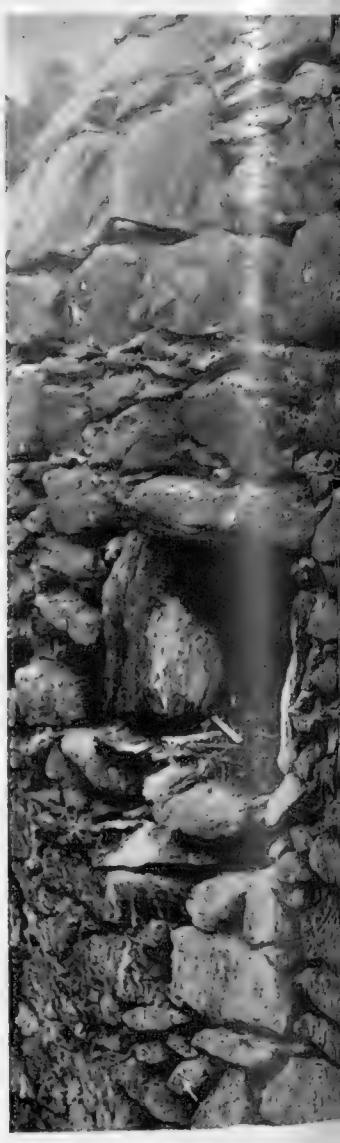
*Photographs by Tom Weir*

Mr. John King, history master at Edinburgh Academy, holds a gannet while one of his pupils fastens a ring to its leg. Ringers from Edinburgh Academy visit Bass Rock, in the Firth of Forth, every July. **Right:** Mr. Bryan Nelson, an Oxford biologist, has been studying gannet life on Bass Rock since February. **Below:** A party of ringers move among the nesting gannets

Humans living in towns are not the only ones to suffer from overcrowding. The gannets, nesting on Bass Rock, in the Firth of Forth, are being forced to "overspill" nesting grounds on the island, due to congestion in the favourite nesting places. The new suburbs are situated on the flatter parts of the Rock. This was to the advantage of the party of schoolboys from Edinburgh Academy, who recently returned from their annual visit, having ringed their quota of 200 gannets. At present there are probably well over 9,000 birds on the rock, not including the young. From ringing returns of other years, it seems clear that the young, when they leave the nesting sites, move down to the Spanish and French coastal regions and into the Mediterranean. The older birds do not wander so far and appear to be spending an increasing amount of time round the nesting rock. Perhaps this is because they have to stake early claims to nesting places on their favourite ledges.

The gannet is Britain's largest breeding seabird. It gets its Latin name, *Sula Bassana*, from the Bass Rock. Mr. Bryan Nelson, a Yorkshire-born biologist, has been living on the rock making an exhaustive study of the bird's day-to-day life for Oxford University. He has discovered that the gannet is far from gentle, as it is sometimes described. Fierce fights break out when females are competing for a male. And female gannets may mate with five different males before settling down into domesticity. Mr. Nelson has shown that some gannets, which have lost their egg, will lay again, and some will lay two eggs. This accounts for the fact that in mid-July, the ringers found nests in every stage. But most eggs are laid in late April. They take 42-45 days to hatch and young gannets take three months to develop. They mainly leave Bass Rock in late August or early September. In the past gannets were not so numerous as many were caught and eaten.

A gannet, with its wings spread and its legs ready, cos



Green-eyed shags nest
**Right:** A new nestin

into land. **Right:** A mother guards her chick. These birds fish by diving from great heights. They have cellular tissue at the neck, inflated with air to reduce the shock of hitting the water

ne windows of the old fortress, once a prison for Covenanters and Jacobites. round for gannets is on one of the flatter spaces near the lighthouse

**BRIAN VESEY-FITZGERALD**

# AGRICULTURAL WORDS DIE HARD

The other night, browsing about in Lisle's *Observations in Husbandry*, I came across this paragraph:

About the middle of May was commonly the time that their barley took its weaning, that is, when the leaves of the barley begin to die, having till that time been for the most part nourished by the milk and flower of the corn; but then it begins to put forth new roots and new leaves, and to betake itself wholly to its roots for nourishment.

" Weaning " is a strange word to apply to grain. I have never myself heard it so used, and coming across it thus in a book I had only just acquired, I could not recall ever having seen it in print elsewhere in such a connection. My copy of Lisle is undated, but it was obviously published at about the same time as Ellis's *Good Husbandman*, which was in 1750, and so I turned to Ellis. He does not use " weaning " in connection with grain.

It was, I suppose, a local term; one which Ellis did not know and which is, I believe, extinct in that particular connection. But I am not sure about that. Agricultural words die hard. In its inmost heart agriculture is the most obstinately unchanging of occupations and the words of agriculture are among the oldest we have in use. For all I know, weaning in this sense may still be used in some isolated part of the country.

Grain has always had an extensive vocabulary of its own. Consider all the words for the beard of barley or oats (also applied to wheat): awn, ane, angs, which are to be found all over rural England. Angs seems to be confined to Northern England and, more particularly, to Cumberland. My dictionary tells me that awn—ane and angs are, obviously, local variations of awn—is derived from the Old Norse *agn*, which is ancient enough lineage. In East Anglia the word is replaced by havel or avel: in Kent and the Isle of Wight, at least among the older men, by ail. Presumably ail is a contraction of avel, and I wonder if this has a Jutish derivation?

Many of the words which used to be connected with grain are now extinct, or nearly so, because the practice which they described has pretty well died out. For example, I should doubt if " mun corn," a term meaning mixed grains sown together to come up as one crop, is now used anywhere, or at any rate anywhere in good farming country, because this is no longer considered good agricultural practice. But it was used in my childhood, just as it was in Piers Plowman's day: he called it " mong corn."

The extensive vocabulary which was once connected with farm horses is rapidly dying out, and must inevitably become extinct as the farm horse disappears. At one time even the carter's words of command to his horse varied from district to district. A Yorkshire carter, wishing his horse to turn to the right, would say gee (using a soft g): in Cheshire the command was gee-ho (again a soft g), in Gloucestershire woot, in Hampshire woag, in Kent gee-woot (again a soft g). Taking these counties in the same order, the command to turn left was haff, woa-beck, haw, coom-yeh, woi. Only the command to go on (gee-up, using a hard g) and the command to stop (whoa) seem to have been universal.

These are the only two which have survived, with carters and pony clubs alike; though few of the young ladies in pony clubs bother about the hard g, evidently finding the soft one easier to use. The specialised vocabulary once in common use for horses and for harness has gone; which is only to be expected, since men are no longer carters as such, but all-rounders, farm-labourers able to turn their hands to a hundred jobs, including horses should there happen to be any on the farm.

But agricultural words die hard. I used one, browsing, at the beginning of this article. In 1750 the word had a different sense. Ellis speaks of " the knotted mossy bodies and browsy heads of oaks." I have to confess that I have not used browsing in its correct modern sense. My dictionary defines it " to read for enjoyment ": I do not read Lisle for enjoyment. I read him to send myself to sleep.

Yes, agricultural words die hard. They may never be used in everyday speech; they may seem to be wholly forgotten. But they are not. They lie dormant just beneath the surface; spring to life again at long intervals and for no apparent reason. G. E. Evans records in his *Ask the Fellows who Cut the Hay* a ten-year-old boy using the word frorne to describe trees after a hoar frost. Frorne is the old past participle of freeze, and you will find it in *The Shepheards Calender*. It has not been used in everyday speech, even in the Suffolk village in which that boy lives, for many years. Another such word is mislen, which originally meant mixed corn; a field of wheat and rye, for example. It must be many, many years since this word was used in everyday country speech. But I heard it used recently by a Wiltshire man in his early twenties, though not, as that boy used frorne, in its right sense. This young man was talking about a woman in the village: she was mislen, a woman of mixed blood, a half-caste.

It is strange how many of the old agricultural words survive in the wrong sense and how many are now applied to women. Consider, to take but two examples, flizzoms and shanny. Flizzoms was a grain word: it meant light or rubbishy. A crop with more chaff than grain would be described as " nothing but flizzoms." Now, in some parts of Southern England, it is used to describe a woman, but never a man, who is scatter-brained or not very quick in the up-take. An unbroken colt or filly, especially a highly strung nervous one, was shanny. The word no longer has any connection with horses. But G. E. Evans has recorded its modern (and apparently frequent) use in Suffolk to describe a high-spirited and rather flighty girl: she is a " shanny young thing."

It really is very odd the way in which words come back into use. Another one, not an agricultural one, but very definitely a rural one or one with a rural flavour, is bosky. Bosky means " pleasantly wooded." It was once very popular with poets—Tennyson was much addicted to it—but I do not know that it was ever used in everyday speech. So it was with real astonishment that I heard it used by a young man in a pub recently. He was one of a party of motor-cyclists—the type who " do the ton "—and the actual words he used were " a bosky bit." For a moment I thought he was describing some stretch of wooded road, and I thought how nice it was to come across a minstrel-minded motor-cyclist. But it soon became apparent that they were discussing a young woman, and that bosky no longer means " pleasantly wooded." Ah, well.

The Lancing captain, J. P. Ray, leads out his team in their away game against Ardingly

Ardingly, led by their captain, A. V. E. Gould, take the field

A. V. E. Gould, Ardingly's captain, cuts a ball from R. Martin

J. R. Farrall (Ardingly) drives. He made 100 not out. The wicket-keeper is J. K. L. N. Nichols

## PUBLIC SCHOOLS CRICKET

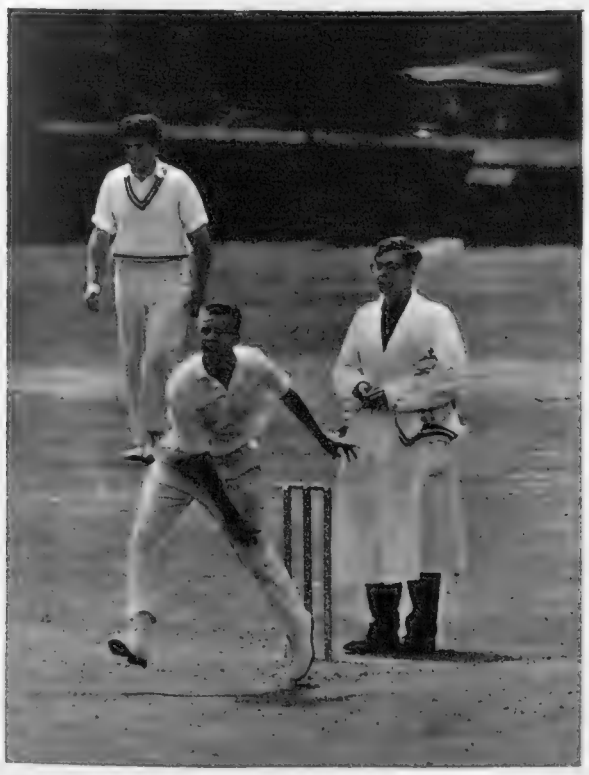
# ARDINGLY v. LANCING

The annual match between two Sussex schools, Ardingly and Lancing, ended in a draw this season. But Ardingly, playing at home, had much the better of the game and at one time appeared to be heading towards an easy victory. They were invited to bat on a wicket affected by overnight rain and lost their opening batsmen to the new ball, but afterwards played freely until they declared at 247 for four wickets. Highest scorer of the innings was J. R. Farrall, who reached 100 not out. He came in at 19 for 2 and shared in partnerships of 95 and 125, being well-supported by Ardingly's captain, A. V. E. Gould, who hit four 6's in his 66, and M. J. Stables, who made 56 not out. When Lancing went in, there was time for two-and-a-half hours batting. But they found scoring difficult and, after tea, lost wickets quickly against the bowling of M. J. Macleod. He ended with the figures of 5 for 39. At a score of 21 for 6, Lancing's captain, J. P. Ray, and S. J. Phillips came together to save the match for their side. They shared in a stand of 107, Phillips scoring 70 in an hour. Lancing reached 140 for 8 at close of play, Ray being 45 not out.

C. R. Tracey (Lancing) is stumped by G. H. Kirk for nought

**Right:** M. J. Stables, of Ardingly, square cuts for four

**Below:** S. S. Williams, of Lancing, is caught by the wicket-keeper, G. H. Kirk



J. P. Ray, Lancing's captain, bowling

GABOR DENES

# YACHTING

There may be as many as twenty-four entries for the third series of One-of-a-Kind Catamaran races organised by the Thorpe Bay Yacht Club for the Royal Yachting Association. These start next Monday and go on until Friday. Of the entries received by the R.Y.A., eighteen were accepted without question. The others were being investigated by the R.Y.A. Catamaran Committee at the time of writing, as the Committee were not entirely satisfied that duplication of "kind" was absent. At the two earlier series more than one of the same class of catamaran was allowed to take part, so long as there were variations in some of the details. This time it was decided not to admit more than one of the same design, unless they are different in some important detail, such as a much larger sail area.

It was felt by the Committee that the minor variations can be tried out equally well in races given for the respective classes, and that in this race only one of each class should be entered. They do not want boats too similar to each other, as this would not usefully serve the purpose of the series—the development of catamaran design and of the fastest craft. It would be quite useless if two boats of the same class with minor modifications should win the race. That is why the entries had to be vetted by the R.Y.A., who reserved the right to reject any entry not considered sufficiently different from another. (Last year there were two Thais, two Shearwaters and two Swifts, only differing slightly in their sail areas.)

Apart from this restriction, only the maximum dimensions are laid down. These must not be exceeded: overall length 25 ft., overall beam 14 ft., sail area (including 10 per cent. of measured spinnaker area, if any) 300 sq. ft. In addition to the general, open class within these limitations, there is to be a "production" class for catamarans of which at least twenty-five have been built.

Most of the entries are well below the dimension limits, with one or two exceptions. The largest entry is *Hell Cat*, entered by John Fisk. She is designed by Roderick MacAlpine-Downie, who was responsible for the design of last year's winner, *Thai IV*. She has the maximum permitted length and sail area; her beam measurement is not revealed. On the few occasions she has been sailed in public she reached exceptional speeds. (*Hell Cat* was designed for the challenge which her owner made some time ago for a race between the fastest catamarans of Britain and America. This race is to take place in U.S. waters in the autumn.) John Fisk has also entered *Thai IV*.

The Prout brothers have three entries; their *Cougar Racer* is only 19 ft. long, but carries 285 sq. ft. of sail with a beam of 10 ft. This makes her the most powerful boat after *Hell Cat*. Their *Cougar III* has the same length, but only 230 sq. ft. of sail and a smaller beam of 8 ft. Their third entry is a fibreglass Shearwater III, which, no doubt, will qualify for the production class.

The other well-known catamaran classes, such as Jumpaheads, Swifts and Cheetahs, are all represented. So is the latest and extremely successful class, the *Yachting World* catamaran. This is a build-it-yourself design of 15 ft. 6 ins. L.O.A., 7-ft. beam and 175-sq.-ft. sail area, by the same Roderick MacAlpine-Downie, who designed *Thai IV* and *Hell Cat*. I referred to its remarkable qualities in my notes on this page in the issue of May 20. These were borne out by the rapid progress made by the class in the relatively short time since. The entry for the One-of-a-Kind series is Mr. I. P. Norris's *Ske-dad-l.*

Sailing one of the *Yachting World* catamaran class—the "build-it-yourself" boat which was designed by Roderick MacAlpine-Downie. **Below:** *Thai IV*, last year's winner of the One-of-a-Kind Catamaran races

BRITAIN'S GREAT GOLF CLUBS

# SOUTHPORT & AINSDALE

Mr. I. G. W. Newington, the vice-chairman, and Mr. G. P. Roberts

Mr. H. Brunt plays out of the rough

Mr. W. N. Wallace-Jones plays over "Gumbley's bunker," a formidable obstacle, on the 492-yard 15th hole

Mr. T. Barker, club chairman, and Lieut.-Col. W. Rennie, secretary.

**Right** is the professional, J. McLachlan

One of a chain of Lancashire coastal courses, the Southport and Ainsdale Golf Club has acquired an international reputation, having been chosen for several major tournaments. The Ryder Cup Contest was played there in 1933 and 1937, and the Ladies' Open Championship in 1936. Founded in 1907, the club has a number of outstanding golfers, including D. Rawlinson, an England International and Lancashire champion as well as three other players who have represented England, and Miss M. Barron, who is a Welsh International. Familiarly known as the S. and A., the course, when "Ryder Cup Tees" are used, is of Championship length, 6,900 yards, with an S.S.S. of 74. A reduction of 275 yards is made by the " Medal Tees," S.S.S.73, and there is also a further reduction in length when the short course of 5,912 yards is played. The Ladies' course is 5,927 yards long. One of the most renowned obstacles on the links is the bunker at the fifteenth, " Gumbley's bunker." At this hole the average player aims at driving short of the bunker so that he can then chip over it. Jack McLachlan twice runner-up in the Irish Professional Championship is the club professional.

*Next in this series will be Bath Golf Club in the issue of July 29.*

Mr. I. G. W. Newington, Mr. D. Rawlinson (the England International), Mr. J. R. Rowe and Mr. T. Hiley.

**Right:** The new sun lounge which overlooks the course

TRAVEL

# ICELAND'S GRANDEUR

By **GORDON COOPER**

Gullfoss in south-west Iceland, one of the island's magnificent waterfalls

When Hrafna-Floki set sail from Norway in about A.D. 800, he took with him three ravens. Released, the first raven flew east, for Norway was still the nearest land. The second rose straight up into the air. But the third winged west and, following it, Hrafna-Floki came to Iceland. It is a good story, and fitting that birds should play a leading part in it, for Iceland is a true paradise for bird-lovers and for any lover of nature and the great, strange landscapes, volcanoes, hot springs, vast ice-caps and the twisted, tortured lava fields.

Flying to Iceland to-day are the silver Viscounts of Icelandair, which operate every day between Glasgow and Reykjavik (linking with flights from London), and once a week from London direct, taking 4½ hours. The monthly excursion fare from London is £42 12s., the ordinary tourist return, £56 16s. Or you can go by sea, taking about three days from Leith to Reykjavik; the return fare (including food) is from £40 first class. Within the country, Icelandair operate regular services to twenty-three points. The alternative, since Iceland has completely by-passed the railway age, is to go by bus or hire a self-drive car.

Reykjavik is a pocket-size capital in terms of population (70,000 out of the country's total of 170,000), sprawling around its big harbour and over peninsulas where vast cod-drying grounds look across the sea to snow-covered mountains. The city itself is modern for the most part, though some of its older main buildings have a country-town quality very endearing to foreigners more used to their own impersonal edifices. There is colour everywhere in the buildings and rooftops.

You should visit the National Museum, which gives a good picture of old Icelandic culture, and Arbaer, a group of ancient buildings just outside the city. You might also try an early morning dip in the open-air hot-water swimming-pools where business men meet before office hours begin. These pools are fed from natural hot-water springs outside the city, as are three-quarters of the buildings in Reykjavik.

Hotel accommodation is fairly limited, but I can recommend the pleasant modern City Hotel (without restaurant). On the main square, the Borg Hotel is larger and rather more expensive, while the ultra-modern Hotel Saga should be ready early next year. A popular alternative is to stay in private houses.

From Reykjavik, the Iceland Tourist Bureau arrange half- or full-day excursions round the south-west of the country. You must not miss Gullfoss, one of the most magnificent of Iceland's hundreds of waterfalls, thundering in two tiers down 140 ft. to swirl away through a narrow ravine. Not very far away, at Geysir, the famous group of hot springs bubble and steam against the bare mountains. Great Geysir, the best-known spouter, rarely performs these days, but a neighbouring hot spring operates almost without fail when encouraged with a bar of soap.

You should go, too, to Thingvellir, on the shores of Iceland's largest lake. This is the original site of the Althing, the Icelandic Parliament, founded in A.D. 930 and believed to be the oldest legislative assembly in Northern Europe. Its situation, backed by a huge rift in the lava formations among clear pools and torrents, is fittingly solemn as the scene of an early experiment in democracy. Then there is Hveragerdi, a village whose famous greenhouses heated from local hot springs house tomatoes, bananas and grapes.

At Laugarvatn, in the country between Geysir and Thingvellir, pony-trekking holidays are arranged, ranging from one-day trips in the area to a five-day trek across the desolate hinterland. The gentle-eyed Icelandic ponies are famous and easy to ride, though some of the country is not suitable for complete beginners. Short treks, too, can be arranged in the vicinity of Reykjavik. Further afield, I recommend the Westman Islands, off Iceland's south coast. You can fly in forty-five minutes to their magnificent cliffs rising sheer from the sea and haunted by gannets, guillemots and the enchanting, ridiculous puffins.

An international sea-fishing festival is held on the islands in early summer. Here, too, in late May or early June you may witness the spectacle of cliff-dropping, as men swing far out against the sky at the end of a rope in a series of pulse-quickening leaps to collect sea birds' eggs from the ledges on the jagged cliff faces. There is no hotel accommodation on the islands' main village on Heimaey, but plenty available in modern private houses.

To reach Akureyri in the north, Iceland's second largest town (though its population is only 8,000) takes an hour-and-a-half by air or twelve hours by road. Icelandic roads are not good, though special coaches make the journey perfectly tolerable. Akureyri is beautifully situated near the head of a fjord backed by mountains and has three good hotels, the largest of which is the Kea.

Organised bus or boat trips in the neighbourhood are planned this summer, and three hours away by bus is my own favourite spot, Lake Myvatn, with its landscape of volcanic mountains and huge lava fields. Its hot springs, in my opinion, are better than those at Geysir, and the range of colouring is exquisite. Here, too, you can bathe in an underground pool at a temperature of 106 degs. F.—though it is unwise to do it alone or to stay in too long. Two hotels on the lake shore—the Reykjahlid and the Reynihlid—offer simple, good accommodation, and you can hire a boat or arrange to be taken for trips by motor-boat or jeep. The lake itself is famous for its bird life among ornithologists the world over.

Icelandic weather is about as variable as our own, but the summer is usually warm and pleasant and quite unrelated to the country's inhospitable name. But if you are visiting some of the remoter regions in July and August, I recommend that you take some form of mosquito-repellent with you.

For further information: Iceland Tourist Information Bureau, 161, Piccadilly, London, W.1.

## WHERE TO GO FOR A WINTER HOLIDAY

Now is the time to think about winter holidays, especially those contemplated far afield. Provided you take advantage of inclusive arrangements offered by travel agents you can pack in a great deal in a very short time. For an example, you can have a twenty-eight-day holiday in Australia for just under £600 a head. After a couple of days air journey from London you spend two days in Melbourne, with a drive along the coast to Anglesea and Geelong included. Two days are then spent in Adelaide, with a visit through the vineyards to Victor Harbour. After a visit to Tasmania, where two days are spent exploring the island, you fly back to Sydney. Here there is a tour of the city and beaches, an excursion to Hawkesbury River and a launch trip to Bobbin Head.

A motor coach on the next day takes you via a cliff drive to Katoomba in the Blue Mountains and on to Jenolan, where the night is spent. The following day you drive through the Kurrajong Heights, Richmond and Windsor to Sydney. Brisbane is the next place visited, with two days spent there which include opportunities of seeing the golden beaches of Queensland's south coast and something of the tropical fruit-growing district of Rochedale. After flying back to Sydney, and a couple of days at leisure there, you return to London on the twenty-eighth day.

The Canaries have become very popular for winter holidays, for it is possible to bathe there all the year round. Already there are signs that hotel accommodation is likely to be booked up very much in advance, and it would be as well to make your arrangements as soon as possible. Typical of what is being offered by travel agents is a two-week holiday by air for 75 guineas, staying at Tenerife, in a pleasant modern hotel in an exotic setting, overlooking the sea. Departures by B.U.A. Viscount for this particular holiday have been arranged for December 16, 30, 1961; January 13, 27, February 10, 24, March 10, 24, and April 7, 21, 1962. Travelling by ordinary services the cost of a holiday of similar length, staying at the same hotel, would be £93 5s.

**W. D. C. C.**

# SUMMER VISITORS

The sleepy charm of Somerset—looking up Dunster's main street towards the castle

One thing which the picturesque town of Dunster, in Somerset, and New York, have in common is the flood of summer visitors. The Atlantic sees a constant interchange of tourists, travelling between the Old World and the New World. Large numbers of them sail in the luxury liners. At the beginning of July, many of these ships were delayed in New York for a short time by the American maritime strike. In the picture below, berthed in the Hudson River at the piers from 45th to 52nd Streets, are, from left, the *Independence*, of the American Export Line; the *America* and the *United States*, of the United States Line; the *Olympia*, of the Greek Line; the American aircraft carrier *Intrepid*; *Queen Elizabeth*, being docked, and the *Mauretania* and the *Sylvania*, all of Cunard. At one time there were thirteen liners preparing at the same time to leave New York carrying summer visitors to Europe. It is possible that some of the passengers might find their way to Dunster, in Somerset. In the picture can be seen, left, the Luttrell Arms Hotel, a Trust House, and, right, the seventeenth-century Yarn Market. In the distance, at the top of the hill, is the castle owned by the Luttrell family. It came into their possession during the fourteenth century.

A full house in New York—the *Queen Elizabeth* is manœuvred by tugs to join other luxury liners docked on the Hudson River

# WELFARE IN CANADA'S SNOW AND ICE

*Photographs by Eric Haythornthwaite*

The short summer brings a change in the climate of north Newfoundland and Labrador, but for the greater part of the year the members of the Grenfell Mission work in the conditions of snow and ice seen in the photographs on this page. The mission was founded by the great British medical missionary, Sir Wilfred Grenfell, who first went to Labrador in 1892. His determination to introduce health and welfare services led to the foundation of the International Grenfell Association, with branches in Canada, the U.K. and the U.S.A. To-day the Association provides about 40 per cent. of the cost of the upkeep of this undenominational Christian Mission. The remainder is given by the Canadian Government.

The Mission, with its headquarters at St. Anthony, in the northern tip of Newfoundland, operates as far north as Nain, well-up the coast of Labrador. It has four hospitals and eight nursing stations. There is a children's home at St. Anthony. Some of the inmates are orphans, others have parents being treated in the hospital. Dormitories for boarders are maintained and staffed at two schools. In them children from remote homes are enabled to receive education, their welfare being the concern of the Mission members. Hospital boats are another Grenfell activity. Dog teams are still used for transport, but Sno-cats and aircraft are also employed, the latter consisting of a De Havilland Otter and a Beaver.

A dog team passes the house of the Superintendent of the Grenfell Mission at St. Anthony, in north Newfoundland

A Sno-cat ambulance provides up-to-date transport for the hospital

A visitor to St. Anthony with a group from the children's home

The hospital founded by the great medical missionary, Sir Wilfred Grenfell

The children's home. St. Anthony is the headquarters of the Grenfell Mission

**This page is missing from the print copy used for digitization.**
**A replacement will be provided as soon as it becomes available.**

**This page is missing from the print copy used for digitization.**
**A replacement will be provided as soon as it becomes available.**

sea-salt and the more attractive forms of domesticity. Because he is also a poet, Mr. Monk Gibbon writes with a sensitivity and an ear for the right word and phrase which are not given to everybody, and because he is a critic, a balletomane, a traveller and an autobiographer, he writes with the deceptive ease of an author who respects his professional exigencies and one, also, who has learned how to enjoy life. A charming and happy novel.

A STEP IN THE RIVER (Secker and Warburg. 18s.) is Mr. Francis Irby Gwaltney's new book about the seamier side of American electioneering as practised in the southern states. It also has a completely original and understandably testy note from the author to preface it. " To those," he writes, " who shall insist that this novel is concerned with the political structure of the author's native state: bad cess. For this novel is a work of imagination and its characters and events are fiction." (Mr. Gwaltney was born, brought up and now lives in married happiness in the State of Arkansas.) His book is persuasive, straightforward and dignified. I think many people will appreciate its honesty and lack of dramatic pretensions as much as I have.

Mr. Cedric Belfrage has written his own version of the discovery of the American continent by Christopher Columbus and in so doing has shattered a myth or two, given a quasi-reverent bob to the great body of Columbus scholars and, on the whole, had a roaring good time of it. MY MASTER, COLUMBUS (Secker and Warburg. 18s.) has pace, excitement and vigour, whether in its Caribbean or its Spanish phases, and a highly diverting final sentence.

THE PAINTED QUEEN (Blond. 18s.) is Mrs. Olga Hesky's reconstruction of the story of Jezebel, of her husband, King Ahab, and of King Jehosophat and the prophet Elijah. The author has her own interpretation of events as described in the Old Testament and her own explanations, generally most plausible, for any discrepancies. The result is strongly dramatic and highly-coloured. It reawakens one's interest in the old and terrible tale.

Finally, three detective stories, all recommendable. Miss Celia Fremlin's SEVEN LEAN YEARS (Gollancz. 13s. 6d.) is possibly the winner by a short head which is not too surprising since her earlier book last year won the American award of an " Edgar "; a rare honour for an English writer. Her present story is set against a fairly placid suburban background: an old house whose grounds have been lost to London suburbia and whose interior is now divided up with fair success to form flats for a number of resident boarders. With them and with the interminable mechanics of keeping the household, an eccentric father and a rather unpleasant fiancé going, the heroine copes admirably if without self-confidence. She is, in fact, one of the few heroines of a thriller I have ever wanted to meet in what is known as real life. This is a thoroughly enjoyable book with a thoroughly creepy ending.

DEATH AND THE JOYFUL WOMAN (Crime Club. 12s. 6d.), by Mr. Ellis Peters, is concerned with the machinations of a wicked brewer (a shock to one who had thought that all brewers were benign), and the beautiful daughter of another brewer. The author has also created one of the nicest family groups, in a policeman, his schoolboy son and his wife, which I have ever met within the covers of a thriller. Very good stuff indeed.

THE LITTLE FISHES (Gollancz. 13s. 6d.) is by Mr. Arthur Wise and is about a slightly crazy and apparently ineffectual organisation whose activities are a cloak for a more sinister purpose. I felt a certain lack of tautness in this but the central idea is a good one and Mr. Arthur Wise knows how to convey the necessary sense of mystery.

**Vernon Fane**

The restored and redecorated roof of St. Martin-in-the-Fields, in London

## RESTORING A FAMOUS CHURCH

In June, 1960, a portion of the 250-year-old, richly-ornamented ceiling of St. Martin-in-the-Fields in Trafalgar Square fell down, fortunately without causing any injuries. A year later, the ceiling has been restored and the interior of the church has been redecorated. It was discovered that the section which gave way was war damaged. As the ceiling is a valuable example of Italian plaster work and the result of an unusual construction technique, it was decided to repair it, rather than make a new copy. The ceiling had to be re-suspended from the original wooden joists and the old lath backing replaced. During these operations the ceiling was supported by props padded with straw bags. Finally the whole of the interior was redecorated, using paint specially prepared by Blundell, Spence and Co., Ltd. Although the work has been finished, it has not yet been completely paid for—the amount raised by appeal is considerably less than the target figure of £19,000.

A decorator concentrates on the task of repainting a cluster of cherubs high up on the east wall of the church. **Below:** The old backing to the ceiling, made of lath and plaster, has been replaced by plaster of Paris which is reinforced by copper wire mesh

The extent of damage when the ceiling fell in

**LEADERS OF BRITISH INDUSTRY**

*Photographed by Tom Hustler*

# E. J. Hunter

The chairman of the Tyneside shipbuilding company, Swan, Hunter and Wigham Richardson, Mr. E. J. Hunter, C.B.E., has had a long career in the shipping industry. Ernest John Hunter was born at Newcastle-upon-Tyne in 1912 and educated at Oundle School and at Cambridge and Durham Universities, graduating with a B.Sc. He began his apprenticeship at Swan, Hunter and Wigham Richardson's Wallsend shipyard in 1930. Later he spent two years in the drawing and design offices at the shipyard, then joined the staff of Barclay, Curle and Co. Ltd., first in the North British Engine Works and then at Elderslie dry-docks. He was appointed an assistant manager in the dry-docks department of Swan, Hunter in 1939, rising to become director and general manager of the department, holding this position until he was appointed chairman in 1957. He has held office in a wide variety of the organisations connected with shipbuilding, and is senior vice-president of the British Employers' Federation, vice-president of the Institution of Works Managers, and a council member of the Royal Institution of Naval Architects. This does not exhaust the list of organisations of which he is a member. They range from the Northern Regional Board for Industry and the North Eastern Electricity Board to the Council of Friends of Scouting. Mr. Hunter is a Justice of the Peace for the borough of Wallsend, a liveryman of the Worshipful Company of Shipwrights, and a Freeman of the City of London. Married, with two sons and one stepdaughter, Mr. Hunter lives at Stocksfield, in Northumberland. His hobbies are golf and gardening

# A NEW ROUND OF RESTRAINTS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Seldom has any British Chancellor chosen or been obliged to " telegraph his punch " in economic policy quite so far ahead as Mr. Selwyn Lloyd has this summer. It is now approaching a month since he delivered a powerful speech warning businessmen that the state of the economy, externally and internally, seemed likely to him to require " strong measures "; up to the time that this article was written he had not pulled these out of his hat, though he was certain to do so before Parliament rose for the summer recess, and it now seems likely that he will do so next week. A specific warning so far in advance can well have sobering effects and might even reduce the actual degree to which the Treasury considers new restraints essential. If so, Mr. Lloyd will have made a virtue out of necessity. For his timing has been largely imposed upon him by the traditionally slow progress of the complicated Finance Bill through Parliament: the new " short-term economic controls " which he produced in his Budget, in particular, simply could not be used until the Bill became law.

Nevertheless there are risks inherent in such a prolonged approach to what the Prime Minister last week seemed to suggest might be a more severe dose of economic medicine than outside commentators had expected. Foreign investors may accept the curious convolutions of British Parliamentary procedure as an excuse for delay, but the period of waiting may also lead them to doubt whether the Government can really make up its mind what to do. Such doubts could continue to affect the strength of sterling which has been under pressure for several weeks already and it is weakness in sterling that most urgently requires for it " new measures " soon.

In addition to the new clauses in the Finance Act—the ability to vary all excise duties up or down by 10 per cent. by administrative order alone and the ability to impose a surcharge, temporarily, upon both employers' and employees' National Insurance contributions—the Treasury has no doubt been considering other forms of restraint, and the period of delay has given time for plenty of conjecture about just which ones. From the outside, newspapers have conjectured that Mr. Lloyd might reintroduce building licences, or said boldly that he has considered them and turned them down. He did not, as he could have at any time, use his influence with the Bank of England to raise Bank Rate without waiting for his other " package " of restraint; this may fit in with the implications in the Budget speech in April that for the present variations in interest rates were liable to have an unsettling effect on the international exchanges, and that other kinds of economic control might be preferred at home. Few people were in any doubt that he would try in some ways to reduce Government expenditure, particularly abroad; and to cut public investment, as practically no Chancellor has failed to do in any of the recurring economic crises since the last war.

To make measures salutary that have been discussed so long in advance may require them to be pretty stiff; and stiff restraints in order to curb a boom that hasn't in fact been happening may strike the citizen as a rather doleful regimen. An economy in which the level of production has hardly changed for over a year, with advances in some of our industries offset by declines in others, is not one that would ordinarily be described as " overheated," to use economists' jargon. But for some time there have been clear signs of renewed inflation. Unemployment is very low and employment is rising in this productively static economy; sizeable wage increases have been granted without increases in output, and prices have begun to rise again, while there are large fresh wage and salary claims awaiting decision.

These have come not only from manual but from white-collar workers; one of the most significant is a claim for more pay from teachers, who are a deserving and scarce group in the community, but whose demands may be seized upon by the Government as a timely example for restraint. Exports are almost as disappointing as ever; improvement in Britain's balance of trade has come about only through some reduction in the rate of our imports. And the pound sterling has been under too much pressure for it to be safe to let foreigners get the idea that inflation is returning in Britain but we are content to do nothing about it—hence politicians' stern speeches before doing anything.

In business generally I think that there are few doubts that something needs to be done; dissatisfaction with the general performance of the British economy, after so much manipulation back and forth during the last fifteen years, is very widespread. But the new bout of measures of restraint may increase the impatience with which a growing number of industrialists have been regarding the " stabilising " activities of the " authorities " in Whitehall and the Bank.

Measures of restraint, however general in effect they are designed to be, do often in practice operate arbitrarily and unequally. When interest rates go up, not everybody in industry happens to be needing to borrow money, for example, and other methods of restraint such as the new " payroll tax " would operate arbitrarily against industries that are by definition large-scale employers of labour producing low-priced goods. Some of these " general controls," if they have to be resolutely applied, can have as sharp and arbitrary effects upon particular industries or companies as did the much more deliberate and awkwardly-operated measures of planning in which Whitehall indulged during and after the war. This is one reason why since last year some voices have been heard from within British business asking whether a little more deliberate planning might not in some ways be a good thing.

Such arguments, which were first generally aired at a conference of industrialists organised by the Federation of British Industries late last year, have come up again in several ways since. For example, there has been a growing interest in just how the French do their economic planning. The French economy, in recent years, has done remarkably well out of the odd combination of extremely orthodox monetary management under M. Jacques Rueff, whose attitudes to economic policy would make Mr. J. Enoch Powell look like a roaring socialist, and a quite elaborate structure of investment-planning and semi-direction that dates from the spadework of M. Jean Monnet shortly after the war. About the French *Commissariat General du Plan* there is none of the flavour of theoretical socialism that used to hang about Crippsian policies in the early postwar years under British Labour. But it is not much less stringent, here and there, in using the carrot and the stick to persuade private businessmen to fit their business behaviour into its very broad national plan for the economy. With Britain's Labour Party apparently safely off the political map for some years to come, the idea of planning of this kind—since it seems to succeed—may now seem less suspect to the British industrialist who is impatient with our own " stop and go " economic measures.

When you talk to these businessmen, not all of them seem to mean the same thing by planning, and you get the impression that some of them do not know very clearly what they mean by it themselves. But the planning process, stripped of political overtones, is not one that any sizeable and successful business finds foreign or repugnant to it in principle. It was when the process went on outside industry with scant regard to industrial realities that it became most frustrating and disliked.

A growing number of British companies already have what they may call a " planning " or " forecasting " department, whose job it is to provide management with detailed forecasts of what is going to happen in its particular industry for several years ahead. When you are going to spend say £10,000,000-£20,000,000 on putting down a large plant that may not be completed for three years and can hardly be running out before the end of another two you are into a small-scale five-year plan merely in considering the initial demand it will have to meet. Your decisions about its size, or at any rate the size of its basic units, have to be concerned not with that initial demand, but against the increase in demand you expect for its products during the period of its working life. So there you are taking a ten-year look before you know it—and before less far-sighted companies catch up with you. The people directly concerned with particular industries plan obviously better than outsiders; they can always call in the salesmen or the technical expert to check their predictions. Nevertheless, the notion of planning is not in any way remote from business reality; most successful managers in large-scale business would regard this, along with the choice of people, as among their most important activities.

Deciding what your own business will do is not the same as fitting it into somebody else's idea of what the industry or the whole country ought to be doing. Businessmen guard their own freedom of decision jealously. But it is true that any very large firm planning ahead nowadays has to make assumptions about what the whole industry and the whole national economy can achieve, even if it hopes to better these averages itself. The steel industry, for example, co-ordinates its various company investment programmes into a general development programme; and the detailed consultation with Whitehall that this involves about development in those parts of the economy that take steel means a pretty full-scale exercise in long-term industrial planning.

The only alternative economic formula that has gained credit in businessmen's minds as a constructive alternative to our recent fumblings is, of course, the European Common Market. Businessmen, more than any other group in the community, appreciate and are probably prepared to accept the new challenges and possibilities in this. But whether this new commitment will be sufficient to satisfy their impatience now is another matter. We shall need a fairly lengthy period of negotiation over detail about our adherence to the Treaty of Rome—which negotiation will not be assisted if we are throughout it limping along in our customary posture of ineffective but frustrating restraints at home. Much depends on how we weather this year, and whether the Chancellor's new measures of economic control seem likely to make any difference to the progress of the economy in general. But if they do not make a dramatic difference, I should expect to see the arguments for some more radical new approach in which business itself can take a more positive hand—whether it is by planning, wages policy or other panaceas —to grow stronger.

Mr. Macmillan cuts the tape to open the Soviet Exhibition at Earls Court. On the left is Mr. N. S. Patolichev, Soviet Minister for Foreign Trade

Mr. Patolichev speaks at the opening ceremony. Seated (right) are Mr. N. V. Nesterov, President of the Soviet Chamber of Commerce, and Mr. Maudling

A large model of the Russian Mn. 6 helicopter, designed to carry over seventy passengers

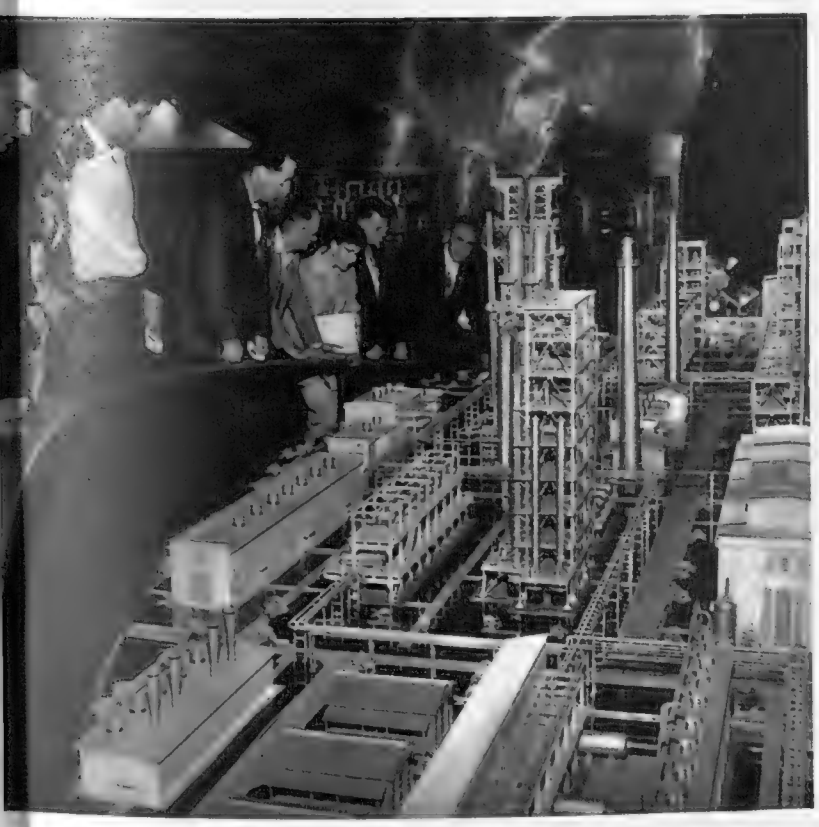
The atomic-powered ice-breaker *Lenin* is shown in a model nearly 20 ft. long

The Industrial Section of the Exhibition. Foreground is one of the latest printing presses

# RUSSIA ON SHOW

In return for Mr. Khrushchev's visit on the opening day of the British Trade Fair in Moscow, Mr. Macmillan and other Government Ministers attended the first day of the Soviet Exhibition at Earls Court last week. Open until July 29, the trade fair was described by Mr. Patolichev, the Russian Foreign Trade Minister, as the biggest the Soviet Union had ever staged abroad. It covers twenty-two halls, with a total floor space of 250,000 sq. ft. at Earls Court, and appears to be designed to project an image of industrial Russia and Soviet society rather than specifically to sell goods. The range of consumer products exhibited is restricted in range. But on the industrial side, the show demonstrates the immense amount of work that is being carried out and the vast industrial potential of the U.S.S.R. There are models simulating the working of nuclear power stations and modern thermonuclear devices. The Soviet Union is trying various reactor systems, using mainly 100 Mw. reactors. There is a cut-away model of the *Lenin*, the first atomic-powered surface ship in the world to go to sea. Other exhibits include models showing automation research, massive industrial plants, building construction, and steel rolling mills. Also there are fine arts displays and daily fashion shows. Of great interest to Western eyes, of course, is the hall devoted to space projects. Although virtually none of the scientific development and research is shown, there are spectacular demonstrations of the cosmos and Russian space vehicles. The exhibition is organised by the Soviet Chamber of Commerce in conjunction with Industrial and Trade Fairs Limited.

Some of the 1,000 different farm products on show in the Agricultural Section. Among them are many grades of long-fibre cotton. In the background is farm machinery



A large chemical plant, one of a number of working models on show

A model of a modern furnished flatlet is suspended over a town-planning exhibit

## INDUSTRY AND THE STOCK MARKET

# HOLDING COMPANIES

By "THE SPHERE" CITY CORRESPONDENT

"I think that the progress we have made so far amply justifies the purposes for which your company was formed and indicates that we can look forward to a prosperous and expanding future." This is how Mr. J. V. Sheffield recently outlined the prospects for shareholders in Southcros, one of the group of three industrial holding companies with which he is associated. A relatively small number of these companies have become established in City financial circles. Probably the best known is Thomas Tilling, headed by Mr. Lionel Fraser, the merchant banker. The Charterhouse group, whose board is headed by Sir Nutcombe Hume, is also long established. Among newer groups there are Mr. Sheffield's Norcros, Southcros and Scotcros, while Sir Hugh Fraser has established Scottish and Universal Investments. All these holding companies control a number of highly diversified businesses. They aim to create financial links between companies whose sole common feature is that they are controlled by the holding group. The board of a successful industrial holding concern will seek out skilled management; they will make a shrewd assessment of the potential, and they will arrange the financing of the acquisition so as to benefit their existing shareholders and those of the company being taken over.

For the owners of a small business they pave the way for a Stock Exchange quotation, often invaluable for death-duty purposes, without the loss of independence. If the owner of a small concern tried to achieve a stock market quotation by himself, he would find the expenses substantial and he might well discover that investors were reluctant to buy the shares of a small and little-known firm. On top of all this, each of the member companies in a holding group can reap many of the advantages of a larger concern. Raising of new capital is much easier. Administration can be simplified, while certain aspects of group structure, such as personnel policy, may be handled centrally. For the holding company, rapid expansion is possible once successes have been established.

For shareholders in the industrial holding group, this widening of interests is a useful protection against fluctuations in any one industry. If the terms of acquisitions are well arranged and the companies taken over expand, the benefit to the holding company's profits will be correspondingly great. Thomas Tilling, whose assets now exceed £40,000,000, was originally a transport and haulage firm. Its original business was ended in 1948. Tilling now controls the Jobling Glass firm, Cornhill Insurance, Alexandra Building Services and Heinemann the publishers, along with Stratstone and VW Motors, the car distributors. Mr. Lionel Fraser revealed earlier this year that out of every £100 of profits, £24 came from building, £23 from vehicle distribution and £20 from glassware. Growth of Tilling has been rapid, with pre-tax profits almost exactly doubling between 1955 and 1960, while in the same period shareholders' dividend rate has been increased from the equivalent of 8·3 per cent. to the current level of 20 per cent.

Sir Nutcombe Hume's £13,000,000 Charterhouse Group was formed to provide capital for companies too small for public flotations, although a vigorous expansion record has of late been checked by difficulties of the recently-acquired hire-purchase subsidiary. Charterhouse's dividend, however, was maintained at 8 per cent. and Sir Nutcombe Hume has forecast very much better results next year.

Of the recently formed groups, one to attract City attention has been the Norcros, Southcros and Scotcros trio. Norcros, the first, was made public only five years ago but now deploys assets of over £8,000,000. Profits are provided mainly by 35 per cent. from engineering, 25 per cent. from printing, labelling and special papers, and 24 per cent. from pharmaceutical products. Subsidiaries in these fields include Blythswood Ship Building, Autotype, Tickopres and Lantigen.

Among other recently formed groups a good deal of City attention has also focused on Sir Hugh Fraser's Scottish and Universal Investments. Made public in January of last year, Scottish and Universal's main asset at its inception was a 15 per cent. interest in the House of Fraser store group. It also owned two small companies, one making equipment for grinding and another producing poplin shirts, but since then has vigorously expanded. It has taken over a cleaning and dyeing group, A. J. MacNab, while another takeover towards the end of last year—which may prove to have striking longer-term possibilities—was Ferguzade, which marks the entry of the group into the mineral water business. Though Scottish and Universal is not a holding group in the proper sense, for it includes a major investment as well as subsidiaries, this pattern has been followed in another concern, Minerals Separation. This group's largest equity investment is a 15 per cent. stake in Mercury Securities, which in turn controls the well-known merchant banking firm of S. G. Warburg. In addition, Minerals Separation heads an important group which produces chemicals for the metallurgical industries, and it has expanded over recent years to take in companies making foundry plant, pottery and the Vosper Group of marine and general engineers. Latest balance-sheet showed assets employed of around £8,000,000, while earnings more than doubled between 1955 and 1959.

Yields on industrial holding companies' equities are not large, ranging from 3 per cent. on Thomas Tilling to around 4 per cent. on Minerals Separation. Norcros can be bought to yield around 4½ per

(*Continued from previous column*)

cent., while Southcros, with possibly rather greater short-term growth possibilities, offer about 4 per cent. Sir Hugh Fraser's Scottish and Universal yields only about 2 per cent., a stock market tribute to his take-over skill. For investors, probably the best all-round choice is Thomas Tilling, while those who prefer rather larger income, though with a rather shorter growth history, could consider Norcros.

# GOOD LIVING

*By Ganymede*

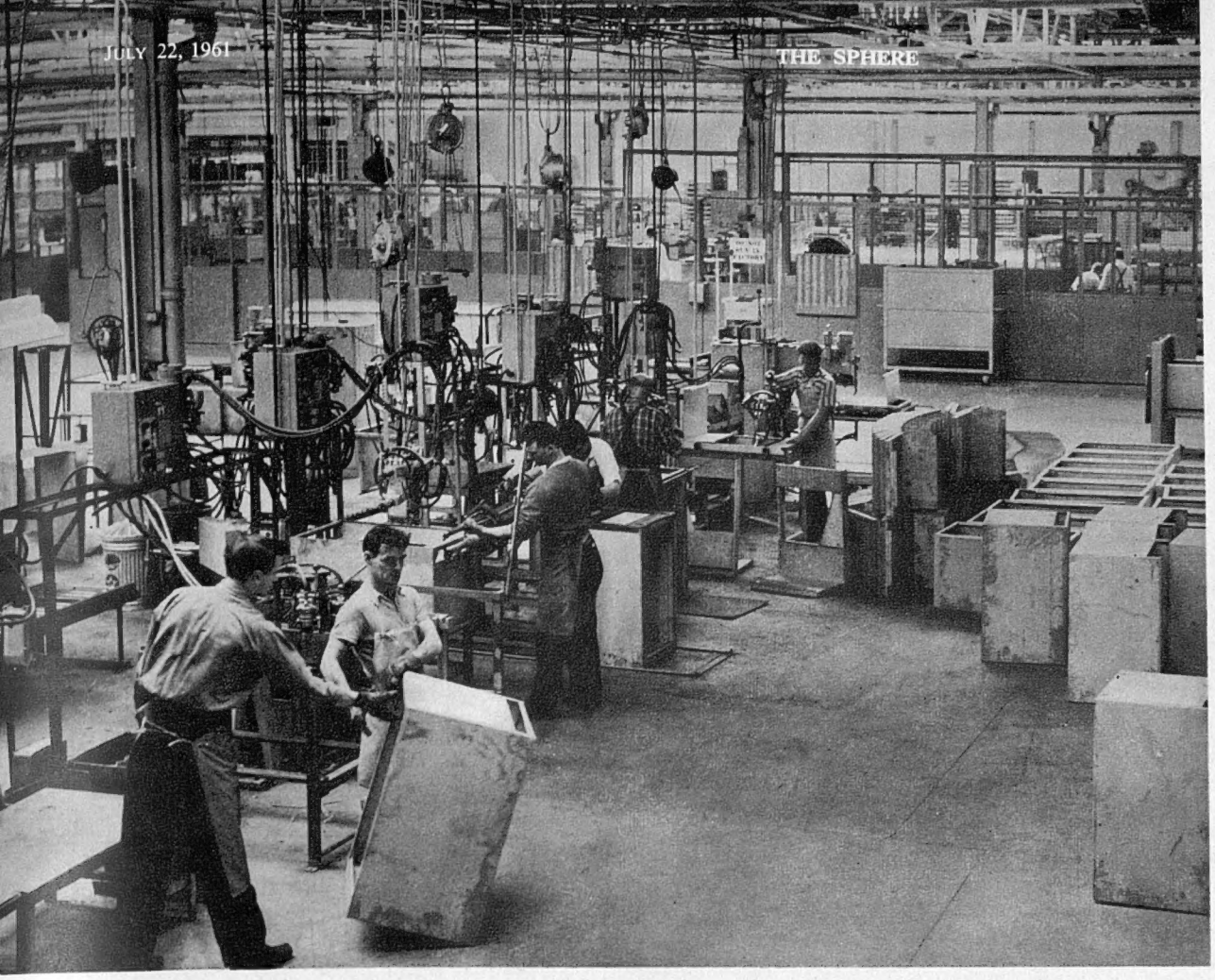
To be present at the opening of two bottles of wine made over 400 years ago was in itself a rare and interesting experience, made even more fascinating by being able to taste as well as sniff the liquid poured out of the bottle. The event was arranged by the firm of Ehrmanns, of Grafton Street, whose founder purchased six old bottles at an auction seventy-five years ago, when the contents of the cellars of Ludwig II, "mad King of Bavaria," were sold after his death by drowning in the Stahrenberg Lake. Two of the bottles were labelled "Steinwein 1540"; one was a Johannisberger 1822; two were Rüdesheimers of the same year and one a Rüdesheimer of 1857. The two sixteenth-century wines were in bottles of the mouth-blown shape, while the other four were more modern, shaped like the present-day Hock or Moselle bottles.

None of us who gathered for this event really expected to find anything drinkable in any of the bottles. It would have been impossible to preserve wines for that long in good condition, but one was a little puzzled in the case of the two sixteenth-century bottles as to how long the wine had been in bottle. It was not until after 1670 that Dom Perignon, the inventor of champagne, introduced the cork. Before then, one supposes that bottles were used merely as decanters are to-day for bringing the wine to the table. We were also told by our hosts that during the Thirty Years' war the cask in which the Steinwein was kept was buried underground in the fortress of Würzburg to save it from the Swedish invaders. Apart from this period spent underground, one imagines that the wine in the cask must have been topped-up from time to time with younger wines to maintain its level. We can conclude also that the Steinwein must have been bottled in the late seventeenth or early eighteenth century. This is not to belittle its merit or great age, but merely to get the perspective right.

While a hush descended on the room, the 1857 Rüdesheimer was uncorked first, being the youngest. It showed a cloudy yellow colour, and strange though it may seem, smelled strongly of not-too-attractive cheese. The taste—there was, of course, no trace of alcohol in the liquid—was even more unpleasant: in other words, quite, quite unfit for drinking. I tried the 1822 Johannisberger, which was uncorked next. This had a deep brown colour, looked fairly clear and had a faint bouquet reminiscent of turps, with a corresponding disagreeable taste. Entirely free of alcohol, this reminded one of my fellow-tasters of cough mixture. I did not taste the other two 1822's, but concentrated on the *pièce de resistance*, the 1540 Steinwein, which was uncorked last. This was, surprisingly, the most drinkable of all, and tasted, in a vague way, of wine. Again there was no trace of alcohol, but inexplicably preserved there was an aroma strongly reminiscent of a fairly dry sherry, except for its thinness. Others thought that it reminded them of dry Madeira, or the *vin de paille* of Château Chalon. It must be added that the year 1540 was a memorably good one in the history of German viticulture. It was so hot, and the Rhine so low, that one could ride a horse across the river. The wine harvest was so plentiful that water is said to have been more expensive than wine. After I had taken part in this adventurous tasting, it was pleasant to change to the product of another very good year: a 1959 Johannisberg Erntebringer Riesling Spätlese Kabinett.

I have just heard of another visit into the past. This was an Elizabethan dinner enjoyed by the very exclusive "Six Club of Gastronomes" at the Vineyard, Colerne, near Bath. The six members, who include the owner of the Vineyard, formed the club in 1957, and meet six times a year. Previous meetings have consisted of meals featuring the cooking of various regions. This time no detail was neglected in celebrating their first historic venture. The room was completely transformed into the period, even with straw on the floor, and the menu included Spring Soup, Broiled Royal Sturgeon, Boar's Head, Salamagundy, Roast Sucking Pig and Syllabub. They drank Sherries Sack, Mead, Ale and Claret, and, needless to say, they all wore the dress of the period, including the "serving wench."

In my reference to the *Confrérie de la Chaîne des Rôtisseurs* in the issue of June 24, I may have given the impression that only the British branch must promise to roast their meat on a turning spit. In fact, the promise applies to members all over the world. While *rôtissage* does not always imply *rôtir à la broche*, it is a proper translation in this particular case. The modern, mechanical spit is in use in some of the foremost hotels and restaurants in this country, such as the Mirabelle, the Coq d'Or, the Trocadero and the Dorchester, to mention just a few which have returned to the older method.

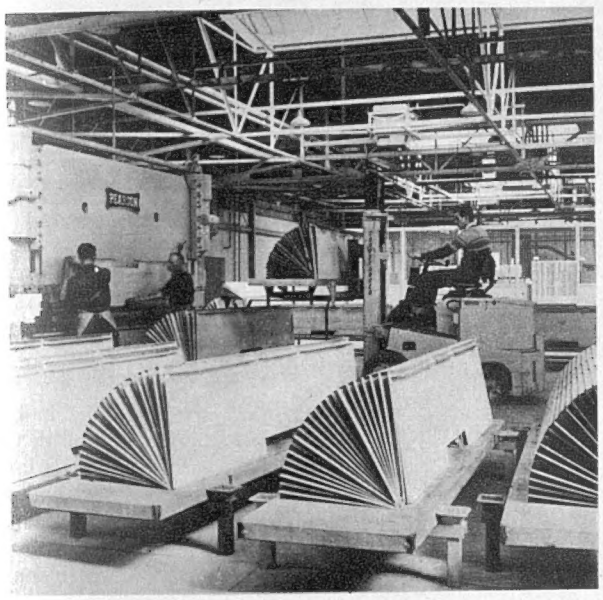


One of the spot-welding production lines for refrigerator cabinets at the new Gourdie Factory, Dundee

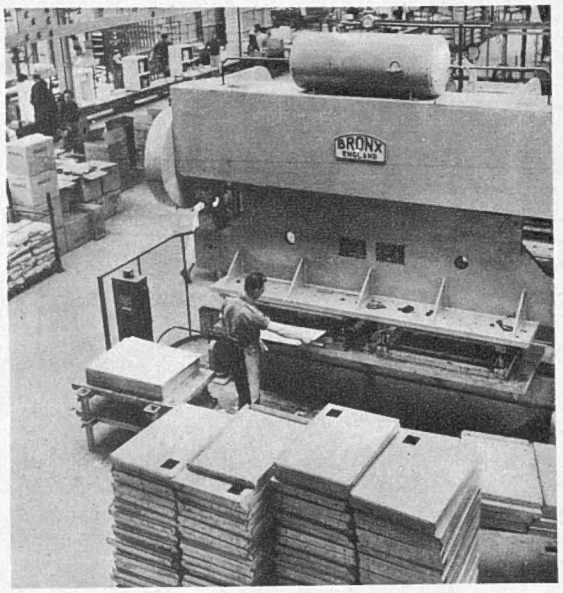
# EQUIPMENT FOR THE KITCHEN

Earlier this month, Morphy-Richards Limited, one of the " veterans " of the domestic electrical appliances industry, celebrated its silver jubilee. Its first factory was set up in a oast-house at St. Mary Cray, in Kent. As the industry has grown, so has Morphy-Richards. In May of this year a new factory was opened near Dundee. The Gourdie plant covers 8 acres in floor area, making it one of the largest single-unit factories ever to be built in Scotland. It is the fourth factory to be opened at Dundee by Morphy-Richards (Astral) Limited. The refrigerator manufacturing company, Astral Equipment Limited, became a member of the group in 1955.

Built by Holland & Hannen and Cubitts (Scotland) Limited, the factory is a roughly rectangular structure, measuring 750 ft. by 450 ft. The administrative block is separated from the main building by a courtyard. Gourdie was specifically designed for the flow production of major domestic appliances, particularly refrigerators. The northern half contains the cabinet production departments, where the steel sheet is cut to size on power guillotines and formed into shape on power presses; and the cabinet components are spot-welded together. The cabinets then go by overhead conveyor to the finishing department. Here they are de-greased, enamelled, and inspected before being moved to the final assembly section. Much of this work is carried out automatically. In the spray plant, electronic devices are incorporated in the automatic machine system to ensure that no paint materials are wasted.

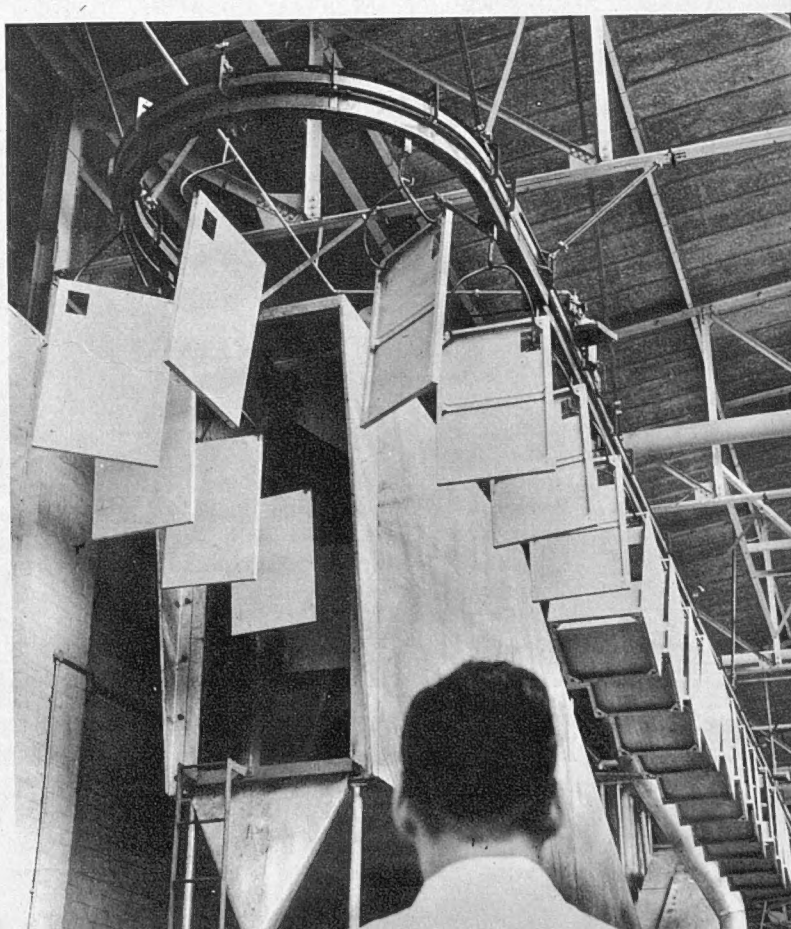


The cut steel sheet is given flanged edges




A powerful press forms the refrigerator door

In the insulated testhouse, the refrigerators are checked. **Right:** An overhead monorail carries cabinets and doors from the degreasing plant to be inspected. They then pass to the spray plant



**MOTORING**

# PUTTING ON THE PRESSURE

*Daimler - Benz's 75th anniversary*

By **COURTENAY EDWARDS**

Power braking was once a luxury-type safety feature which could be afforded only by the owners of big and expensive cars. To-day it is available for almost any car at a price within the reach of all but the most impecunious motorist.

I have just been trying out the latest and—it is claimed—the cheapest example of this motoring aid: a Lockheed servo unit in which the use of a 5½in. diaphragm has made it possible to keep size and weight to a minimum and so make installation cheap and easy.

This new brake booster costs £13 plus a fitting charge which at most garages works out at between £3 and £4. It can be fitted—in about five hours—to the hydraulic braking system of almost any car and it needs no more maintenance than that normally required by car brakes. Let me make it clear that these boosters do not actually *increase* a car's braking power in the technical sense. But they do offer maximum braking with a minimum of effort and the value of that will be readily apparent in these days of fast cruising, congested traffic and a vogue for engine "conversions" which in small cars particularly produce some astonishing results. Technicians at Lockheed—a firm which pioneered hydraulic brakes in Britain—claim that their servo unit more than halves the pedal pressure needed to apply the brakes: a fact that is appreciated by women drivers.

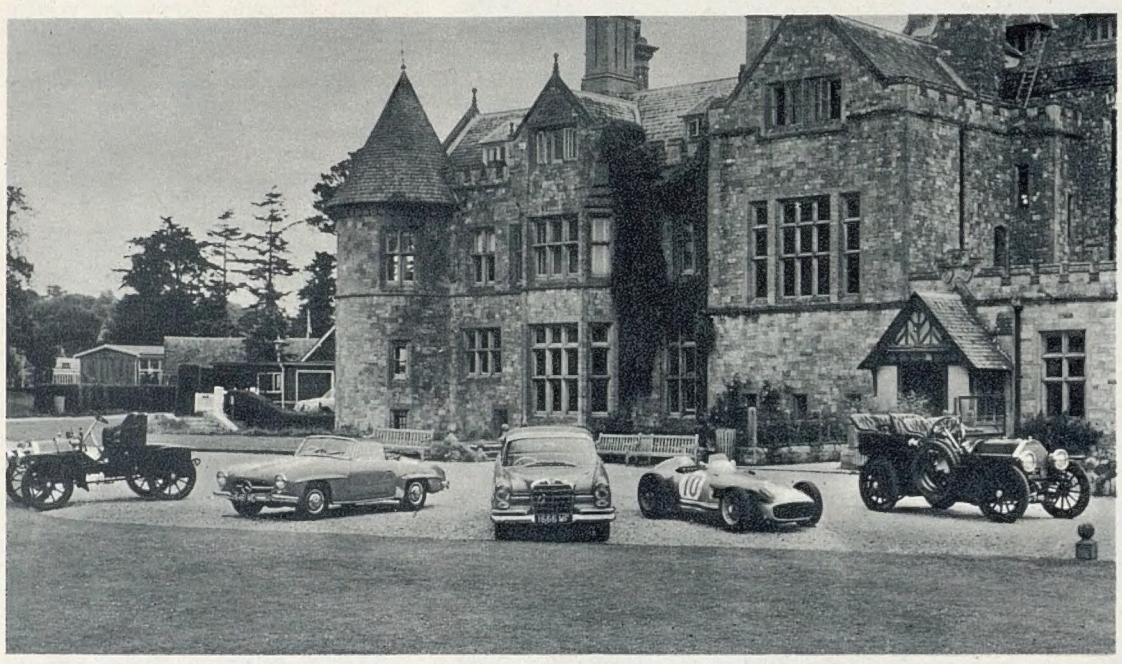
Mr. R. E. Watson, service chief of the Automotive Products group (of which Lockheed forms part), gave an impressive demonstration of the reduced pressure made possible by the new booster as he was driving me along a country lane near their Leamington Spa factory. He leaned forward and brought his Sunbeam Rapier to a tyre-squealing halt by pressing on the foot brake pedal with one finger! I have had one of these boosters fitted to my own Austin Seven, and although this excellent little car has good brakes anyway, I am already convinced that the Lockheed device has made it an even safer and easier car to drive.

The unit consists mainly of a control valve, cast-iron slave cylinder and booster diaphragm. Power for its application is supplied by atmospheric pressure and by vacuum from the inlet manifold of the engine. Even if the vacuum supply should fail, you can still apply the brakes in the ordinary way and there is a kind of built-in vacuum reservoir for the benefit of the misguided motorist who thinks it clever to indulge in engine-off coasting.

The Automotive Products group started in a small way in 1920 when three men who are now the joint managing directors—Messrs. W. Emmett, D. Brock and E. Boughton—rented an office in London and started importing automotive components from the U.S. To-day, without any connection with the U.S., apart from possession of the right to build certain products under licence, the group manufactures braking equipment, clutch units, filters and many different kinds of hydraulic mechanism for road vehicles, the aircraft industry and agriculture.

The main factories are at Leamington (where there are more than 6,000 workpeople), Liverpool (more than 1,200), and in South Africa and Australia. During a visit to the Leamington factory I was told that 80 per cent. of the motor vehicles built in Britain are fitted with Borg and Beck clutches of the Automotive Products group; that they have big plans for production of their disc brakes (already used by the British Motor Corporation and on the Sunbeam Rapier); that they now make brake boosters for any size of road vehicle from 850-c.c. "minnies" to 24-ton trucks; and that since they were announced in April, 8,000 of their new diaphragm servo brake boosters have been sold.

Daimler-Benz, of Stuttgart, have been celebrating the seventy-fifth anniversary of that historic day when Carl Benz drove his three-wheel car on the public highway for the first time. This vehicle is generally regarded as the world's first genuine motor-car. Gottlieb Daimler, who was later to join forces with Benz, was working on a four-wheel car independently of Benz and successfully demonstrated it shortly after his rival's car appeared.



Mercedes cars on show at the Montagu Motor Museum, in Beaulieu, at the south of the New Forest in Hampshire. From the left they are the 18/22 h.p. two-seater of 1903; the current 190 SL roadster and 220 SE saloon; the classic racing car in which Fangio won the World Championships in 1954 and 1955; and a 1903 60-h.p. Mercedes Sixty

Since Daimler-Benz restarted production after the war—they built only 290 vehicles in 1945—they have turned out 832,000 cars, 373,000 lorries and buses, and 51,000 mobile power plants: a total of 1,256,000 vehicles. Last year they built 196,000 vehicles and passed an important production milestone when they completed their 1,500,000th car engine.

Mr. Wilfrid Andrews, Chairman of the R.A.C., has reminded me of another interesting anniversary, concerning his Club: the Prince Henry Cup tour from Southampton, up to Edinburgh and back to London, which took place fifty years ago to commemorate the Coronation of King George V. It was organised jointly by the R.A.C. and the Imperial Automobile Club of Germany, and it can be claimed for this event that it pointed the way to the vogue of the motoring route cards now issued by the motoring organisations to members in their thousands.

Each driver taking part in the tour was given a specially printed itinerary which soon became the prototype on which motorists based a rapidly growing demand for this form of assistance. Last year the R.A.C. issued British routes with a total mileage of 100 millions, a figure that had not previously been reached in any year. I saw R.A.C. experts busily compiling masses of these itineraries when I recently attended the opening of the new club headquarters at Croydon, Surrey. I marvelled at the efficiency of the system worked out over the years and admired the dexterity of the R.A.C. staff.

I share the gratification felt by millions of British motorists when they learned that the motoring organisations are, following complaints, going to check up on the four-star hotels listed in their respective handbooks by general agreement. Compared with the rising standards of comfort, service and cuisine experienced on the Continent, many of Britain's hotels are shockingly inadequate, and I for one think it is too easy to get high classification in the A.A. and R.A.C. guides. We badly need a hotel directory prepared with the care which characterises the *Guide Michelin* of France.

Briefly. . . . Nearly 900 parking meters will come into operation in the City and Shoreditch on July 24 and 1,200 more at Croydon on October 2. There will then be 7,850 meters in the London area. . . . National Benzole have devised a special scooter bay for their filling stations. It has an illuminated canopy which gives scooter drivers weather protection when filling up at the petrol pumps. . . .

Philips announce a new inspection lamp, fed from the car battery, with two strong magnetic strips on three sides for simple attachment to almost any part of a car. It is called the Troublelite and costs 30s. . . . The A.A. commissioned artist Roy Nockolds to produce sketches of a car incorporating safety ideas put forward by the Birmingham Accident Hospital's Road Injuries Research Group in their first report. . . .

I am road-testing the kite-marked Lexington safety belt, which incorporates shoulder sash and lap strap. It costs £4 15s. and is of the type chosen by Ferodo for fitment to 100 of their cars. My first impressions are favourable. . . . Mr. George Cushing, a London engineer, has invented an easy-starting device which consists of an inlet manifold gasket with a built-in electric heating element fed from the car battery. He calls it the carburettor "throatwarmer." . . .

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 13–15, John Adam Street, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88–94, Old Kent Road, London, S.E.1. SATURDAY, JULY 22, 1961. Second-Class Postage paid at New York, New York.

# NOT for ordinary folk

The Renault Floride is the most beautiful car in the world and quite one of the most desirable. It has all the attributes of a dream car—yet has the virtue of being real. It brings to its owner a sense of satisfaction that is beyond all words. The Floride is exclusively on sale through Renault dealers. In three models: Convertible, Fixed head coupé, or Convertible with removable hard top. **RENAULT FLORIDE**

RENAULT LTD WESTERN AVENUE LONDON W3 • SHOWROOMS: 54 BROMPTON ROAD SW3

# BRITAIN AT ITS BEST

*An auxiliary sloop racing at Cowes*

THE RACING YACHT comes from a tradition of Restoration England. In 1662 King Charles II matched his 25-ton yacht 'Jamie' against a small Dutch vessel under the Duke of York. The King won the race—believed to have been the first of its kind—and a purse of £100. Britain's earliest yachts were built for the pleasure of 'royal or other important persons'. Today there are 1,025 recognized yacht clubs in Britain, an estimated 150,000 sailing craft, and more than 250,000 people who regularly enjoy the tang and excitement of life under a full canvas.

SENIOR SERVICE *Everywhere*